

TOWN OF BLACKSBURG
CHANGE OF ZONING CLASSIFICATION APPLICATION (REZONE)Planning and Engineering
Department

This application and all accompanying information must be submitted in full before the Rezoning Request can be accepted by Town staff. Once the Planning and Building Department accepts the application, it will be referred to the Planning Commission and Town Council for consideration. The application and all accompanying information will become conditions of approval. Proffered conditions of approval are binding. Please contact the Planning and Building Department at (540) 961-1126 for application deadline or questions, or to schedule the **required** pre-submittal meeting.

The following items **MUST** accompany this application for the Town of Blacksburg to accept this application for processing and review. Any items submitted cannot be larger than 11x17 in size:


- 1) Written, signed consent of the property owner. If the applicant is the contract purchaser, the written consent of the property owner is required
- 2) One copy of a site plan with surveyed boundaries for the property showing the lot, existing and proposed structures, site improvements, parking areas and spaces, and any other information necessary to determine the ability to meet the Zoning Ordinance site development standards, Use & Design standards and physical compatibility with the neighborhood
- 3) Building elevations for all proposed buildings -or- elevations showing any changes to existing buildings
- 4) Vicinity map (may be included on the site plan) showing surrounding uses, zoning districts, buildings and other improvements within 300' of the property
- 5) Legal description of the property
- 6) Completed VDOT 527 (Traffic Impact Analysis) Form
- 7) A list of adjacent property owners (including properties across a street) and their addresses, plus the cost of CERTIFIED FIRST CLASS postage for notifying each adjacent property owner (no stamps, please)
- 8) Fee of \$100 for the Town of Blacksburg to post all public hearing signs. **Please note:** The applicant may choose to post the property, using signs provided by Town Staff, and not be subject to the posting fee
- 9) Fee of \$1500 for Rezoning, or \$2000 for Planned Residential Rezoning, or \$1000 for amendment to existing Planned Residential District. Please make your check or money order payable to the TOWN OF BLACKSBURG
- 10) Proof of pre-submittal meeting between Town staff and applicant/agent
- 11) Prior to the initiation of an application for Rezoning, or prior to the issuance of final approval, the applicant shall produce satisfactory evidence that any delinquent real estate taxes owed, which have been properly assessed against the subject property, have been paid (§ 1150)
- 12) Any applicant for a Rezoning shall make complete disclosure of the equitable ownership of the real estate to be affected including, in the case of corporate ownership, the names of stockholders, officers and directors, and in any case the names and addresses of all of the real parties of interest. The requirement of listing names of stockholders shall not apply to a corporation whose stock is traded on a national or local stock exchange, and which corporation has more than 500 shareholders (§ 1110)
- 13) Proffer statements that meet the requirements as stated below
- 14) Digital copies (PDF) of all application materials are required at the time of submittal, or within 10 working days of the submittal date.

SIGNATURE OF APPLICANT/CONTACT PERSON + PRINTED NAME:

 Daniel Perry DATE: 04/27/17

By signing this application, I affirm that this application is complete and all required items are included

SIGNATURE OF PROPERTY OWNER + PRINTED NAME:

 Daniel Perry DATE: 04/17/17

By signing this application, I affirm that this application is complete and all required items are included

Location or Address of Property for Rezoning:

Warren Street & Green Street

Tax Parcel Number(s): 256-7BK-E 9-11, 256-BK-E 12A, 286-A-14, 286-A-8, 256-A-9

Acreage: 3.818 acres

Present Zoning District: RM-27 & PRD with conditions

Proposed Zoning District: PRD with conditions

Present Use of Property: Vacant

Proposed Use of Property: Multi-Unit Residential

Is this request for an amendment to an existing Conditional Zoning or Planned Residential District? No

Previous Rezoning Ordinance Number _____

APPLICANT/MAIN CONTACT PERSON (Contract Purchaser if applicable)

NAME: ACC OP (Warren Street) LLC (Chuck Carroll)

ADDRESS: 12700 Hill Country Boulevard, Suite T-200

Austin, TX 78738

PHONE: 512-732-1000

EMAIL: ccarroll@americancampus.com

PROPERTY OWNER(s) (If property is held in an LLC or other corporation, names of all partners must be disclosed. All names of members or beneficiaries of a trust must also be disclosed. Signature blocks for multiple property owners may be obtained on separate sheets if needed)

NAME: ACC OP (Warren Street) LLC

ADDRESS: 12700 Hill Country Boulevard, Suite T-200

Austin, TX 78738

PHONE: 512-732-1000

EMAIL: ccarroll@americancampus.com

ENGINEER/ARCHITECT (optional)

NAME: Balzer & Associates, Inc. (Steve Semones)

ADDRESS: 448 Peppers Ferry Road

Christiansburg, VA 24073

PHONE: 540-381-4290

EMAIL: ssemones@balzer.cc

DESCRIPTION OF REZONING REQUEST

Section 15.2-2286(A)(7) of the State Code of Virginia states that, " Whenever the public necessity, convenience, general welfare, or good zoning practice requires, the governing body may, by ordinance, amend, supplement, or change the regulations, district boundaries, or classifications of property. **It is the applicant's responsibility to provide a narrative outlining the following information in order to assess the public necessity, convenience, general welfare, or good zoning practice of the request** (attach additional pages if necessary).

Need and justification for the change in zoning classification

See attached

Identify any anticipated effect of the proposed change on public services and facilities

See attached

Justify appropriateness of the property for the proposed change, as it relates to the intent of the zoning district requested and applicable use and design standards for all proposed uses

See attached

Relationship of the proposed change to the Comprehensive Plan (Include FLU designation)

See attached

Way in which the proposed change will further the purposes of the Zoning Ordinance and general welfare of the community

See attached

PROFFERED CONDITIONS

Potential proffers can be discussed as part of the presubmittal meeting, and should also be a part of the discussions with staff early in the review process.

PROFFERED CONDITIONS, IF ANY, MUST:

- 1) Be prepared by an attorney and be completed and accepted by the Town prior to the advertising for the Planning Commission Public Hearing;
- 2) Have a reasonable relationship to the rezoning;
- 3) Not include a cash contribution to the Town;
- 4) Not include mandatory dedication of property; and
- 5) Not include payment for construction of off-site improvements. The rezoning must give rise to the need for the conditions and the conditions must be related to the physical development or physical operation of the property and be in conformity with the Comprehensive Plan

Attach proffer statement with application.

OWNER CONSENT STATEMENT

I/We the owner(s)/applicant/contract purchaser(s) of the property described on this application do hereby apply for a change of zoning district classification described on this application.

I/We state that no application for a change in zoning district classification, substantially the same as this request, has been considered by the Town Council for the above-referenced property, or any part thereof, within one year prior to the date of this application.



SIGNATURE OF OWNER/APPLICANT

04/27/17

DATE

Revised 7/04

Office Use Only

Ordinance #: _____

Date Received _____

REQUEST FOR VACATION OF AN ALLEY OR UN-BUILT RIGHT OF WAY
TOWN OF BLACKSBURG, VIRGINIA

This application and accompanying information must be submitted in full before the vacation request can be referred to the Planning Commission and Town Council for consideration. Please contact the Planning and Engineering Department at 540-961-1126 for application deadline.

ACC OP (Warren Street) LLC

Name of Applicant(s)

12700 Hill Country Boulevard, Suite T-200
Austin, TX 78738

Address

512-732-1000

Phone

Fax

Please list any additional parties included in this application:

None

Location of right of way to be vacated: (survey of property or legal description of boundary)

End of Warren Street SW (see attached exhibit)

Tax Parcel Number(s) of Property:

256-7BK E 12A

Square Footage of area to be vacated: 18,301 sf

If there is more than one applicant, how is property to be divided?

What is the intended use of the vacated property?

The vacated property will be included in the overall property boundary for the proposed Stadium View PRD.

I, We, the owner(s), agent, or contract purchaser(s) described on this application do hereby apply for the vacation of the above described alley or un-built right of way and certify the following:

1. I, We, own property abutting the above described alley or un-built right of way.
2. I, We, will provide proof of notification of all property owners abutting the alley or un-built right of way in order to give them the opportunity to join in or file separate applications for the vacation.
3. I, We, agree that the value of the alley or un-built right of way is TBD
4. I, We, agree that if a formal appraisal is required, as established by the Comprehensive Plan vacation process, the cost of the appraisal will be paid to the Town of Blacksburg before acceptance of the application.
5. I, We, agree to pay to the Town of Blacksburg the above stated price if the alley or un-built right of way is vacated.
6. I, We, agree to accept a quit-claim deed to the property and accept responsibility for ascertaining what interest the Town of Blacksburg may have in the area if vacated.
7. I, We, understand that the Town of Blacksburg makes no warranties of title of property.

Please include an application fee of \$500.00 to be applied to the cost of advertising, the cost of first class and certified mail postage to all adjacent properties and expense incidental to reviewing, publishing, and processing this application. Please make your check or money order payable to the Town of Blacksburg.

D. J. P. S.
Signature of Applicant(s)

04/27/17
Date

OFFICE USE ONLY

Comprehensive Plan Review

Transit Review

Utility Review

Rear Property Access

Recreation Review

Appraisal

**REZONING APPLICATION
FOR

STADIUM VIEW
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia**

**TAX PARCELS
256-7BK-E 9-11
256-7BK-E 12A
286-A-14
286-A-8
286-A-9**

MAY 1, 2017

**PREPARED FOR:
ACC OP (WARREN STREET) LLC
12700 Hill Country Boulevard, Suite T-200
Austin, TX 78738**

**PREPARED BY:
BALZER & ASSOCIATES, INC.
448 Peppers Ferry Road, NW
Christiansburg, VA 24073**

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I. Land Use Plan

Proposed Development

This application is for the rezoning of seven parcels located at the western terminus of Warren Street and Green Street to Planned Residential District as amended by Ordinance 1807 adopted by the Town of Blacksburg on December 13, 2016. The development is designed to be a high quality, purpose built student housing community. The project will provide for the redevelopment of vacant property that is adjacent to the Virginia Tech campus and had previously been used as multifamily and student rental property.

Boundary Map

The property included in the rezoning request is shown on Sheet Z1. The boundary map and the parcel description below is based on metes and bounds found by a current field survey of the property by Balzer and Associates, Inc.

Legal Description of Parcels

WARREN STREET PARTNERS – TRACTS 1 THROUGH 4

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN MONTGOMERY COUNTY, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT 1:

PARCEL 1 (TAX PARCEL 017898):

BEING 2.1368 ACRES MORE OR LESS, AS SHOWN ON A PLAT ENTITLED, "PLAT OF PROPERTY OF EDELS LESTER LOCATED IN THE TOWN OF BLACKSBURG, PRICES FORK MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA", DATED OCTOBER 7, 1980, PREPARED BY DRAPER-ADEN ASSOCIATES, INC. AND DESIGNATED PLAN No. S-2842, A COPY OF WHICH PLAT IS OF RECORD IN THE CLERK'S OFFICE, CIRCUIT COURT, MONTGOMERY COUNTY, VIRGINIA IN DEED BOOK 435, PAGE 345.

TRACT 2:

PARCEL 1 (TAX PARCEL 006639):

BEING ALL OF LOT 9 OF BLOCK E AS SHOWN ON SUBDIVISION PLAT ENTITLED, "SOUTHERN ADDITION TO THE TOWN OF BLACKSBURG, VA NEW RIVER LAND COMPANY INC. LOTS", A MAP OF WHICH IS OF RECORD IN THE CLERK'S OFFICE, CIRCUIT COURT, MONTGOMERY COUNTY, VIRGINIA, IN DEED BOOK 62, PAGE 314 AND 315.

PARCEL 2 (TAX PARCEL 006638):

BEING ALL OF LOT 10 OF BLOCK E AS SHOWN ON SUBDIVISION PLAT ENTITLED, "SOUTHERN ADDITION TO THE TOWN OF BLACKSBURG, VA NEW RIVER LAND COMPANY INC. LOTS, A MAP OF WHICH IS OF RECORD IN THE CLERK'S OFFICE, CIRCUIT COURT, MONTGOMERY COUNTY, VIRGINIA IN DEED BOOK 62, PAGE 314 AND 315.

TRACT 3: (TAX PARCEL 020185):

BEGINNING AT A POINT ON GREEN STREET, CORNER TO LAND FORMERLY OWNED BY A. W. MILLER; THENCE WITH THE NORTH SIDE OF GREEN STREET 100' TO THE PROPERTY OF (NOW OR FORMERLY) ALLEN McMAHAN; THENCE

WITH McMAHAN'S LINE IN A NORTHERLY DIRECTION 150' TO A STAKE STANDING IN THE LINE OF (NOW OR FORMERLY) LEROY LUCAS; THENCE WITH HIS LINE IN A EASTERLY DIRECTION 100' TO A STAKE STANDING IN THE LINE FORMERLY OF A.W. MILLER; THENCE WITH FORMERLY MILLER'S LINE IN A SOUTHERLY DIRECTION 150' TO THE POINT OF BEGINNING.

TRACT 4 (TAX PARCEL 004756):

BEING ALL OF LOT 11 OF BLOCK E AS SHOWN ON SUBDIVISION PLAT ENTITLED, "SOUTHERN ADDITION TO THE TOWN OF BLACKSBURG, VA NEW RIVER LAND COMPANY INC., LOTS", A MAP OF WHICH IS OF RECORD IN THE CLERK'S OFFICE, CIRCUIT COURT MONTGOMERY COUNTY, VIRGINIA, IN DEED BOOK 62, PAGE 314-315.

TRACT 5 (TAX PARCEL 012397)

BEGINNING AT A POINT ON GREEN STREET, CORNER TO LAND OWNED NOW OR FORMERLY BY GREEN STREET TOWNHOMES, LLC; THENCE N15°13'08"W A DISTANCE OF 150'; THENCE N69°47'44"E A DISTANCE OF 100'; THENCE S15°14'46"E A DISTANCE OF 150'; THENCE ALONG GREEN STREET RIGHT OF WAY S69°47'48"W A DISTANCE OF 200.07' TO THE POINT OF BEGINNING.

LOT 12A - 0.343 ACRE (ACC OP DEVELOPMENT LLC) - TAX MAP #256-7BK E 12A

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN MONTGOMERY COUNTY, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, WITH ALL IMPROVEMENTS THEREON AND APPURTENANCES THERETO BELONGING, LYING AND BEING IN THE COUNTY OF MONTGOMERY, VIRGINIA SHOWN AND DESIGNATED AS "NEW LOT 12A" ON PLAT ENTITLED, "LOT LINE VACATION PLAT FOR SAIF MOSTAGHIM AND SHIOW-JY FAN HEREBY CREATING NEW LOT 12A BY HEREBY VACATING THE DIVIDING LINE BETWEEN LOTS 12 AND 13 BLOCK 3 SOUTHERN ADDITION OF THE TOWN OF BLACKSBURG, TOWN OF BLACKSBURG, PRICES FORK MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA", RECORDED IN THE CLERK'S OFFICE, CIRCUIT COURT, MONTGOMERY COUNTY, VIRGINIA, AS INSTRUMENT No. 2006005102, WITH PLAT RECORDED IN PLAT BOOK 26, PAGE 103, TO WHICH PLAT REFERENCE IS HEREBY MADE FOR A MORE PARTICULAR DESCRIPTION OF THE PROPERTY CONVEYED.

THE TOTAL AREA OF ALL THE ABOVE DESCRIBED TRACTS IS 3.818 ACRES MORE OR LESS. THE DEVELOPMENT WILL ALSO INCLUDE 0.420 ACRES OF RIGHT OF WAY TO BE VACATED AND 0.145 ACRES OF RIGHT OF WAY TO BE DEDICATED. THESE AREAS ARE DESCRIBED BELOW.

Legal Description of Right of Way Vacation

0.420 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE VACATED

BEGINNING AT AN IRON PIN IN THE NORTHWESTERN CORNER OF TAX PARCEL 006639, SAID PARCEL DEEDED NOW OR FORMERLY TO WARREN STREET PARTNERS, LLC; THENCE ALONG PROPERTY LINE N70°34'35"E A DISTANCE OF 287.78'; THENCE S14°33'25"E A DISTANCE OF 14.05'; THENCE N70°34'35"E A DISTANCE OF 275.82' TO AN IRON PIN; THENCE N04°34'09"W A DISTANCE OF 154.63' TO AN IRON PIN IN THE RIGHT OF WAY OF WARREN STREET SW; THENCE

ALONG SAID RIGHT OF WAY S70°34'35"W A DISTANCE OF 224.48'; THENCE ACROSS RIGHT OF WAY S20°15'03"E A DISTANCE OF 45.01'; THENCE ALONG RIGHT OF WAY S70°34'35"W A DISTANCE OF 160.95' THENCE AROUND A CURVE TO THE LEFT HAVE A RADIUS OF 45.00', AN ARC LENGTH OF 88.36', A CHORD BEARING OF S70°34'35"W, A CHORD DISTANCE OF 74.83', AND A DELTA OF 112°30'12" TO AN IRON PIN; THENCE ACROSS AN ALLEY N70°34'35"E A DISTANCE OF 15.77', THENCE N04°34'09"W A DISTANCE OF 215.67' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF 0.420 ACRES MORE OR LESS.

Legal Description of Right of Way Dedication

0.030 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE DEDICATED

BEGINNING AT AN IRON PIN IN THE SOUTHEASTERN CORNER OF TAX PARCEL 006682, SAID PARCEL DEEDED NOW OR FORMERLY TO ACC DEVELOPMENT LLC; THENCE ALONG CURRENT RIGHT OF WAY LINE S70°34'35"W A DISTANCE OF 38.25'; THENCE S20°12'07"E A DISTANCE OF 32.43'; THENCE S69°47'53"W A DISTANCE OF 41.50'; THENCE S14°33'25"E A DISTANCE OF 33.11' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF 0.030 ACRES MORE OR LESS.

Legal Description of Right of Way Dedication

0.115 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE DEDICATED

BEGINNING AT AN IRON PIN IN THE RIGHT OF WAY OF GREEN STREET SW, SAID CORNER BEING THE SOUTHEASTERN CORNER OF TAX PARCEL 020185; THENCE S69°47'43"W A DISTANCE OF 100.07'; THENCE N15°13'40"W A DISTANCE OF 25.10'; THENCE N69°47'53"E A DISTANCE OF 200.04'; THENCE S15°14'46"E A DISTANCE OF 25.09' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF 0.115 ACRES MORE OR LESS.

II. Preliminary Layout

Zoning

The proposed rezoning request is for seven (7) parcels totaling approximately 3.818 acres along Warren Street and Green Street. There are two current zoning designations on the various properties included with this application. One parcel with an acreage of 0.343 acres is currently zoned RM-27 (low density multi-unit residential) and the remaining six parcels with a total of 3.475 acres are currently zoned PRD with Conditions. The final development will encompass a total of 4.093 acres. The difference in area will come from 0.420 acres of public right of way that is proposed to be vacated and 0.145 acres of right of way that is proposed to be dedicated. All acreage included in the development is proposed to be zoned PRD (Planned Residential District) with Conditions.

Master Plan

The Master Plan of the proposed development is shown in the Appendix on Sheets C-4.0-4.2. The Master Plan graphically designates the location for buildings, parking lot layout, and the access points into the site. It also shows proposed locations for sidewalks, bike racks, and stormwater management areas. Specific design elements of the project are discussed in more detail in the following portions of this application. The project's direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

The goal of the Stadium View project is to provide student residents with an academically oriented and professionally managed residential experience to enhance their educational pursuits. Accommodations in this boutique property are designed to provide opportunities for residents of varying economic backgrounds to have the ability to pursue their educational goals in an academically oriented environment by providing various price points. Our state of the art amenity package, coupled with our best in class management platform and modern residential accommodations will set Stadium View apart from all other off campus housing options in Blacksburg. The Stadium View property will offer everything from a private 2-bedroom / 2-bathroom townhome accommodation which includes its own 2-car garage, to a 5-bedroom / 5-bathroom accommodation which provides a more economic price point for residents.

Structures

The project is proposed to have two types of structures. Building #1 will be a multi-family apartment structure and Building #2 will be a townhome structure. The purpose of this project is to provide a new student housing residential project adjacent campus and in close proximity to the downtown area. The square footage in the design of the buildings shall be devoted to residential use with minor square footage in Building #1 devoted to a leasing management/office in the clubhouse area. The residential structures will be multi-level, multi-family buildings. Surface parking will be provided for the apartments and each townhome will have a 2-car garage on the bottom level. Some amount of covered (carport) parking may be provided within the apartment parking area at the applicant's discretion. Within Building #1, there will be a model unit and approximately 10,000 s.f. dedicated to the leasing/management offices and the clubhouse. The clubhouse will contain a variety of activities for residents including, a fitness center, study rooms, and an entertainment center. Additional information on the amenity package is included in the Building Construction section of this document

The project will have a mix of 2, 4 and 5 bedroom units. The maximum number of residential units for the development will be 77 units (18.8 per acre). The maximum bedroom count shall be 298 bedrooms (72.8 per acre). This is based on the final acreage of the project after all right of way areas have been vacated and dedicated of 4.093 acres.

III. Site Development regulations

Permitted Uses

The following uses are permitted by right within the planned residential district:

Residential

Multifamily Dwelling & Townhome

Miscellaneous

Accessory Structure

Community Maintenance Facility

Utility Service, Minor

Height, Lot Setback, Coverage Ratios & Residential Density

PRD Zoning Requirements

Lot Size: Minimum lot size shall be one-half acre.

Setbacks: The front yard setback along Green Street shall be five (5) feet. The front yard setback along Warren Street shall be five (5) feet. The side yard setback shall be ten (10) feet. The Rear yard setback shall be ten (10)

Height: The maximum building height shall be fifty (50) feet.

The overall maximum lot coverage (impervious area) for the entire project shall be eighty-five (85) percent.

Residential Density: The maximum residential density shall be seventy-three (73) bedrooms per acre.

Occupancy

For the units proposed, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family; or if units are not occupied by a family, the following additional occupancy restrictions shall apply:

- Occupancy of the units within this development shall be restricted to a maximum of one person per lease per bedroom.
 - Two bedroom units shall have a maximum of two unrelated occupants.
 - Four bedroom units shall have a maximum of four unrelated occupants.
 - Five bedroom units shall have a maximum of five unrelated occupants.

Open Space

The Planned Residential District designation requires a minimum of twenty-percent (20%) of the total project area be designated as open space. It also requires a minimum of five thousand (5,000) square feet be provided for active or passive recreational activities. The attached exhibit Sheet Z5.0 shows the areas designated as open space for this proposed development. The development will provide the required twenty percent (20%) open space and approximately twenty thousand (20,000) square feet of active/passive recreational areas. The amenities shown in

the open space that allow for recreational activities are the walking trails, pool, courtyard area and community center. Other possible uses may be added to the open space area as the design develops.

Parking

General

A total of 244 parking spaces are being proposed with the development which provides a parking ratio of 0.82 parking spaces per bedroom. All spaces shall be surface parking with the exception of the 8 garage parking spaces located in the 4 Townhome units. A combination of standard and compact parking spaces will be included in the development. The applicant has performed a market study and determined that due to the location of the property to Virginia Tech and the downtown area, this ratio should provide adequate parking for the residents. It is anticipated that while many of the residents may have cars, not all residents will due to the proximity to campus. The developer will also have a parking policy that will only allow residents to have access to the parking lots. Parking passes will be issued to ensure only residents have access to park in the development. The number of parking permits allotted to residents will not exceed the number of parking spaces provided on the property. The project may also include a small percentage of motorcycle/scooter parking at the time of site plan development plans. All proposed drive aisles and parking spaces within the development will be designed to meet or exceed Town standards.

PRD Zoning Area –Minimum Parking Required

Apartment: The off-street parking for these residential units will be a minimum of 0.82 spaces per bedroom

Bicycle Parking

Bicycle use by residents of this development will be high due to the proximity to campus and the existing trail system adjacent to the development. Because of this anticipated use, the development shall provide bicycle parking at a minimum ratio of 35% of the provided bedrooms. There will also be a Bike Shop located on the ground floor of the north end of the building. This area will be primarily for bike storage for up to 75 bikes but will also have an air compressor with air gauge to fill bike tires and a bench with bike vises for residents to perform minor repairs and adjustments. This area will give residents the opportunity to store their bicycles in a safe and weather protected area other than their apartment unit. The development will also provide outdoor bike parking racks as typically provided. The four townhome units are proposed to have garages and it is anticipated that those tenants will store their bikes in their garages.

Project Phasing

No phasing is proposed for this project. Both building structures, the parking lots, recreational facilities, onsite and offsite infrastructure and/or road improvements, required for the development will be constructed within this single phase.

Subdividing & Parcels

The site currently exists as seven separate parcels. Upon redevelopment, all interior parcel lines will be vacated to allow for the new development. It is also proposed that a portion of Warren Street right of way and a portion of a 14' paper alley be vacated as part of this development, and right of way will be dedicated along Warren Street and Green Street. Any applicable easements will be dedicated on the final approved lot line vacation, right of way vacation and easement plat as required by the Town of Blacksburg Subdivision Ordinance.

Landscaping & Screening

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include any required buffering and the overall site greenspace and landscaping requirements such as street trees. Parking lot landscaping will be provided in the surface parking lots. There are several existing trees onsite that will likely be removed based on grading activities. However, some trees along the western border with the university may be able to be saved. Screening may be designed to help mitigate any concerns from adjacent properties or address screening desired by the applicant.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This may include the installation of site specific and/or exterior building lighting for resident safety. Parking lot lighting will be installed for the safety of the residents and visitors to the property. Other site specific lighting features could include but not be limited to sidewalk lighting and landscaping/accent lighting. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance and to maintain the Town's dark sky initiative.

On-site Management and Maintenance

American Campus Communities (ACC) prides itself in being a very active, hands-on owner and manager of our properties. As long-term owners of our developments, we have found these practices enhance the residential experience of our residents while allowing us to better maintain our investment. In addition, neighbors of the proposed Stadium View property can rest assured there will always be someone readily available to assist in resolving any issues that may arise. The Stadium View property will have a full-time staff of 4-5 management and maintenance professionals, with at least one of these full-time staff members residing at the property. In addition, there will be 3 community assistants who will both reside and work part-time at the property, with one staff member being on call 24/7. The community assistant, or CA model, is something that ACC has found to be a great opportunity for student residents to garner experience for their future professional career while assisting with providing guidance to their peers who are undertaking similar higher-level educational endeavors.

All common space elements including exterior elements such as sidewalks, parking lots, and stormwater management areas will be under the development's ownership and will be maintained at no cost to the general taxpayer.

Building Construction

The multi-family buildings shall consist of a multi-story design with architectural styling that may incorporate, but not limited to, a mixture of masonry, cementitious siding, cementitious panels and metal accent siding with low maintenance architectural details. The main building will incorporate the clubhouse, leasing office, bicycle center and amenity spaces. The cycle center will also feature access at the north end of the project to allow easy access to the VT trail system. An outdoor courtyard containing a pool and other amenity uses will also be a feature. The smaller building will consist of four, 3-story 2 bedroom townhomes in order to address Green Street with similar structures to the existing. The building facades will have various steps in vertical and horizontal surfaces to create a more interesting movement as viewed from outside and inside the development. The architectural details and materials of the townhomes will mimic that of the apartment building.

Each dwelling unit in the apartment building will be appointed with a full kitchen and living room and each bedroom suite will include an on suite bathroom. Finishes, fixtures and appliances will all be of superior quality. All units in the apartment building will be accessed by a central corridor with elevator service to all levels. The views from the units will either be the courtyard space, the neighborhood, or the heavily wooded area and trails alongside the VT stadium. Each level of the apartment building will include direct elevator access to the clubhouse space. The townhomes will be a three story elevation. The first floor will include a 2 car garage, the second floor will have the kitchen and living room and the third floor will have 2 bedrooms – each with its own bathroom.

The Clubhouse will also be constructed so that it is incorporated and compatible with the architectural style conveyed in the multi-family structures. The Club will include the leasing office function and the majority of interior amenities. The amenity package currently proposed for the Stadium View development includes a state-of-the-art fitness center, swimming pool with spa, social and gaming lounges and enclosed bicycle parking with a bicycle maintenance station and air compressor. Additionally, the community will include an academic success center which will include computers, printing stations and both private and group study lounges with Wi-Fi hotspots to provide the student residents an academically oriented environment to further enhance their educational experience. In addition to these physical amenities, Stadium View staff will also provide residence life programming to enhance resident interaction and socialization. Similar to what's provided in on-campus residential housing, this program will provide student residents with information about events and services provided at the property, on the Virginia Tech campus and in the surrounding community. All of this in a pedestrian to campus location offering residents the ability to walk or bike to the Virginia Tech campus. The courtyard will include a pool with plenty of deck space, in-pool games, shade structures and a fire pit along with regionally appropriate landscaping.

Signage

Entrance Identification Signs

As part of the PRD request, the applicant is requesting a sign package approval that differs from the standard residential signage requirements. The location of the proposed signs are shown on the masterplan and all sign design and details are included in appendix of this application.

IV. Public Utilities

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way. According to Town staff, there is adequate water and sanitary sewer capacity for this project.

Water and Sanitary Sewer

The proposed rezoning area is at the western terminus of Warren Street and Green Street and is adjacent to the Virginia Tech Campus. According to the Town water maps and an actual field survey, there is an existing 8" waterline in Warren Street and an existing 8" waterline in Green Street. Due to the request to vacate a portion of the Warren Street right of way and redevelop it, a portion of that existing 8" waterline would be abandoned and removed. As part of the redevelopment, a waterline loop will be installed to connect the 8" line in Warren Street and the 8" line in Green Street. The proposed residential buildings will have sprinkler systems so there will be domestic and fire line services run to the buildings. There are also two new fire hydrants proposed, one near the front entrance of the apartment building and one on the drive aisle that will connect Warren Street to Green Street. Coordination with the water resources department and the fire department will be required during final plan development and the final utility plan will follow the recommendations of Town Staff concerning any waterline location or sizing issues.

According to Town sewer maps and an actual field survey, there are multiple existing sanitary sewer lines in this area. There are several 8" gravity sewer lines that previously served the apartment complex that has been demolished. These lines will be removed as part of the development. There is an 8" main gravity sanitary sewer line that runs along Warren Street and then extends into Virginia Tech property where it ties into a manhole and 15" sewer line. This 8" line will also be abandoned and then relocated with the property redevelopment. A 12" gravity sewer line is also located within the 14' paper alley along the northern property boundary. This line will remain in place with the redevelopment but will have two new connections into it. There is an 8" gravity sewer line that is located in Green Street as well. The townhome buildings that front on Green Street are proposed to tie into this 8" line. All new buildings proposed with the project will have gravity sewer provided to them with a new sewer lines installed as part of the development. All new sewer lines will have dedicated public utility easements along their alignments. All sewer lines and laterals will be constructed per Town Code.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

RESIDENTIAL USE

1. Student Housing: Maximum of 298 total bedrooms

Design Assumptions and Calculations:

1. Water and Sewer usage for residential use is 100 gal/day per bedroom = 29,800 gal/day

2. Clubhouse and Pool

Design Assumptions and Calculations:

1. Swimming pool water and sewer usage is 10 gal/day per swimmer (assume = 200 swimmers) = 2,000 gal/day
 2. Clubhouse = 2,000 gal/day
- Total Water/Sewer Usage By Clubhouse and Pool = 4,000 gal/day

TOTAL ESTIMATED WATER/SEWER USAGE BY PROPOSED DEVELOPMENT = 33,800 gallons per day

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. All water mains and sewer mains will be constructed to the standards of the Town, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use unless otherwise directed by the Town of Blacksburg. Any water mains and appurtenances and/or sewer mains that must be relocated as part of the development will be relocated by the applicant at no cost to the Town.

Water Quality & Stormwater Management Standards

Pre-Development Summary

In the pre-development condition, the area is divided into three main drainage areas, sub-areas "A" & "B" which primarily consist of offsite flows that bypass the site to the north through Channel "AA" and sub-area "C" which comprises drainage from the site and flows under the Virginia Tech multi-use trail at the site discharge point of analysis. All three drainage areas converge into an existing natural stormwater conveyance system at the downstream point of analysis (46.40 acres) which flows down a graveled low area towards Lane Stadium. This conveyance system enters storm sewer and is eventually discharged at the Vet Med Pond, which has an approximate drainage area of 433 acres within the Stroubles Creek watershed.

Localized flooding is believed to occur in the pre-development condition between the site discharge point of analysis to the point at which the drainage channel enters

the 42" RCP and storm sewer under Lane Stadium. Based on the lack of defined channel banks, runoff from heavy rainfall events will cause ponding and standing water as floodwaters overtop the existing paved multi-use trail along the site border and travel down the gravel trail to the west over a wide area before concentrating as it enters the existing storm sewer.

All volume routing and peak flow calculations have been analyzed using the SCS/TR-55 method. See HydroCAD report for time of concentration calculations. All storm sewer conveyance systems have been analyzed using the Rational Method in accordance with VDOT standards.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. The watershed is a developed urban area which contains existing BMPs. As a conservative measure, a worst-case scenario has been assumed that flows bypass any upstream ponds. Therefore, upstream stormwater management ponds have been excluded from the model. All flows in this model have been analyzed using the SCS/TR-55 method. At a minimum, the 1-Year, 2-Year, and 10 Year post-development runoff rates will be less than or equal to the 1-Year, 2-Year, and 10-Year pre-development runoff rates.

Post-Development Summary

The proposed site will be conveying the majority of the drainage from the site into an underground detention system before being discharged to the existing natural conveyance system downstream. The vast majority of drainage from the site converges at a drop inlet near the western property boundary and existing paved trail before being discharged on the Virginia Tech property at the same location as the existing dual 18" concrete pipes. The remainder of the site will sheet flow to the north, similar to the predevelopment condition, where it will be collected by the proposed storm sewer that conveys the bypass flow from sub-areas "A" and "B". This storm sewer will discharge at the same location as the existing 24" HDPE pipe on the Virginia Tech property.

Water quality compliance has been achieved through use of the Virginia Runoff Reduction Method in accordance with the design criteria set forth in 9VAC25-870-65. Required pollutant removal for this site will be attained by purchasing credits for a maximum of 75% of the total required removal and using a manufactured treatment device (MTD) for the remaining 25%.

The development site to be analyzed encompasses 4.15 acres. The existing site has a pre-development impervious land cover of 1.24 acres (30%). The post development site has an impervious land cover of 3.42 acres (82.4%) resulting in a composite runoff coefficient (R_v) of 0.43. The total phosphorus pollutant reduction requirement is 4.43 lb/yr. The removal of 25% (1.11 lb) has been achieved through the BMP as designed. The actual phosphorus pollutant reduction achieved is 1.17 lb.

Downstream

Runoff from the proposed development is discharged to a series of natural and manmade conveyance channels. The post-development peak runoff has been mitigated via an underground detention system to prevent adverse impacts to downstream properties in the form of channel erosion, flooding, or increased pollutant loads. Portions of the natural downstream stormwater conveyance system are known to be inadequate to convey larger storm events, specifically in the form of ponding and standing high water (localized flooding) in the wide, graveled low area between the site and Lane Stadium.

Per 9VAC25-870-66 (A), compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements of the for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. This natural conveyance system carries flows from the site downstream to a manmade conveyance system which carries flows to the contributing drainage area limit of analysis as defined in subdivision 4(a) of the regulations (1% analysis point, 415 acres). Protection of downstream channels has been satisfied by releasing stormwater at the specified peak flow rate for the 1 year 24-hour storm per Virginia Stormwater Management Regulations. These calculations are shown within the stormwater concept plan submitted with this application.

Flood Protection

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. The existing discharge pipes (dual 18" RCPs and 24" HDPE pipe) and downstream channel are inadequate to convey the 10-year 24-hour storm event. Flows overtop to the existing asphalt trail and flood the low area of the gravel trail between the property and Lane Stadium. Based on the lack of defined channel banks, runoff from heavy rainfall events will cause ponding and standing high water (localized flooding) in the wide area downstream of the culverts before concentrating as it enters the existing storm sewer. Per subdivision (2)(b), the site shall release a lower post development peak flow rate for the 10-year 24-hour storm than the predevelopment site. The actual post development peak flow rate for the 10-year storm at the downstream point of analysis is 82.30 cfs, compared to a predevelopment peak flow rate of 82.72 cfs. Downstream stormwater conveyance systems do not require any additional analysis beyond this point.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. Industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental

concerns such as underground storage tanks. The property has been investigated and no environmental issues were discovered. This includes the findings that no jurisdictional waters are on the property such as streams or wetlands. During construction it will be necessary to provide all required erosion and sediment control measures to avoid any sediment and silt from reaching the storm sewer system or Virginia Tech's property.

Trash Pick-up

Two trash collection and recycling areas are proposed and will be located on the north side and south side of the main building. Trash will be collected from these areas by a private waste removal company. All trash collection areas will be screened per Town Standards. The applicant reserves the option to provide residential trash and recycling cans for the four townhome units which would be stored in their garages and put out on trash day.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. While there are currently utilities serving some of the existing structures on the subject parcels, relocation of these lines and any other onsite will be at the direction of the utility companies. Coordination with Virginia Tech Electric and the other private utility companies will be necessary to limit or avoid impacts to the adjacent residential areas.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

The current master plan shows access to the property via Warren Street and Green Street. Both streets are public and are maintained by the Town. This is an older section of town and the right of way widths vary from 30' to 40'. As some properties have redeveloped over the years, the town has required additional right of way to be dedicated and road/sidewalk improvements be made. However, there has been very little in this area that has redeveloped. One of the main issues with the Houston/Harrell neighborhood is there is only one public road access into it which is Harrell Street. Harrell Street runs north/south from Clay Street to the University property near the Sterrett Facility. It also runs parallel to the Huckleberry Trail. Harrell Street is a narrower road than town standards would allow for new construction. However, there are sections of Harrell Street that allow traffic to pass freely and have sidewalks. There are other sections that due to a number of existing factors, including the width of pavement, width of right of way and the allowance of on street parking, create a much tighter feel when driving.

In October 2014, American Campus Communities submitted a rezoning request on this property at a density much higher than the current proposal. The previous application was 665 bedroom (174 unit) development versus the current application for a 298 bedroom (77 unit) development. Throughout the preliminary design process of the original PRD rezoning application, several meetings with Town staff were held to discuss the various options of providing a second way out of

the neighborhood. The idea being that a second means of access would not only help with normal traffic flow but also help with emergency service accessibility which will be discussed in the next section along with an analysis of each access option. In the meetings that have occurred as part of this current request, Town staff has continued to explain that the concern with redevelopment in the Houston/Harrell neighborhood often stems from additional traffic generated that would potentially use the Miller Southside neighborhood streets of Draper Road and Preston Road as a cut through or short cut instead of coming out to South Main Street.

As the Virginia Tech campus and downtown are in the opposite direction of Miller Southside, the majority of the trips will not be passing through Draper and Preston roads. The times when cut through traffic could be an issue is when vehicles would be travelling south. An example would be if they are grocery shopping at Kroger on South Main Street, visiting First and Main or travelling to Christiansburg. However, these trips during a normal week are minimal in relation to the overall trip generation. As the development will be primarily student residents, the times of these southbound trips are also sporadic and typically would not fall within the normal peak hours.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a TIA is not warranted with this project. The trip generation numbers for the proposed uses are shown below for the AM Peak, PM Peak and Weekday totals. During the previous rezoning request of this property by American Campus Communities in 2014, the Town did request that a traffic study be done and traffic counts occur to better gauge traffic flows at the intersections for Harrell Street and Clay Street and also Washington Street and Kent Street. These counts were conducted on Wednesday April 30 and Thursday May 1, 2014. While these counts are three years old, general traffic patterns at these intersections remain the same and no additional development has occurred in the Houston/Harrell neighborhood to warrant new counts at this time.

The excerpt in italics below are results from that previous traffic study based on the higher density project proposed at that time:

Both intersections function at an acceptable Level of Service and will continue to do so after the development of the proposed project. While additional traffic will be generated by the proposed development, it will not adversely impact the intersections studied. Upon review of this data, no road improvements for are proposed with this project to offset traffic generated issues. For further information on the results of the traffic study, please refer to the study document accompanying this application.

Based on this, we would assume that a lower density project would produce similar, if not more positive, results concerning the Level of Service at the intersections studied.

The ITE Trip generation chart below is based on the current proposal and includes both the Apartment use and the Townhouse Use. As the number of units and bedrooms has been significantly decreased from the previous application, trip generation from the site has also decreased. It is important to note that the ITE Trip

Generation Manual does not have a multi-family category that addresses purpose built student housing. The trip generation numbers that come from ITE demonstrate trips from market rate apartment or townhome products which would typically follow “normal” traffic patterns.

Site Generated Traffic with No Reductions

<u>Use</u>	<u>ITE</u>	<u># of Persons</u>	<u>AM In</u>	<u>AM Out</u>	<u>AM Total</u>	<u>PM In</u>	<u>PM Out</u>	<u>PM Total</u>	<u>Weekday</u>
Apartments	220	290	16	65	81	75	41	116	960
Townhouse	230	8	0	1	2	1	1	2	20
Total		298	16	66	83	76	42	118	980

Site Generated Traffic with Pedestrian/Bike/Bus Reduction (40%)

<u>Use</u>	<u>ITE</u>	<u># of Persons</u>	<u>AM In</u>	<u>AM Out</u>	<u>AM Total</u>	<u>PM In</u>	<u>PM Out</u>	<u>PM Total</u>	<u>Weekday</u>
Apartments	220	290	10	39	49	45	25	70	576
Townhouse	230	8	0	1	1	1	1	2	12
Total		298	10	40	50	46	26	72	588

The applicant is currently gathering traffic information from a similar sized project in another college market that may better document the projected trip generation and patterns for this development. When that information has been compiled, an updated traffic analysis will be provided to the Town Engineering department for review.

Emergency Service Access

During previous meetings with Town Staff, the concept of improving Emergency Service Access to the project area and the entire neighborhood has been discussed. The main issue that has been voiced at all meetings is current access along narrow roads in the neighborhood and limited turning radii which hinders large fire truck access. There are also concerns on Virginia Tech football game days due to the over parking within town streets. Several different options have been evaluated to provide additional access for emergency vehicles and citizen vehicles. However, each one has its own set of constraints that prohibit them from being an allowable option at this time. The owner will continue to work in cooperation with the Town to help determine if other options beyond those currently listed are viable. Each option that has been reviewed is listed below with discussion points.

1) Connect Center Street to Ingles Court.

- a. Pros: Would allow for another vehicular access out of the neighborhood to Clay Street.
- b. Cons: Would not greatly help the emergency services issue. Existing building at the end of Ingles Court would have to be removed and property from Lane Park Condos would need to be acquired for right of way dedication. Additional road work on Ingles Court would be necessary.
- c. Final Analysis: The applicant has made substantial efforts to secure the right of way from Lane Park and the house that would be demolished. However, Town Engineering Staff has indicated that while this scenario would help ease some concerns, it would not

- provide a drastic improvement in regard to the overall traffic circulation patterns here.
- 2) Widen Harrell Street, Warren Street and Green Street to Town Standards widths.
 - a. Pros: Would give viable access and width along the existing street grid.
 - b. Cons: The right of way is not available to improve the entire road lengths. Additional right of way would either extend into the existing on street parking areas or into the Huckleberry Trail property.
 - c. Final Analysis: Possible but would need Town support for the removal of existing on street parking or additional right of way from the Huckleberry Trail right of way property. Town staff has indicated that sidewalks are slated for installation along Harrell Street this year. These walks will be on the east side of Harrell and will limit any additional street widening possibility in the future.
 - 3) Improve Sterrett Drive on Virginia Tech's campus to a public street standard.
 - a. Pros: Would allow for second access for citizen and emergency vehicles.
 - b. Cons: Virginia Tech does not want the additional vehicular traffic using their parking lot as it will disrupt their daily operations. Any dedication would require General Assembly approval. The gate at Harrell Street is sometimes locked.
 - c. Final Analysis: Full access is not possible. VT did indicate that emergency service vehicles always have access to their gates and could use Sterrett Drive if necessary.
 - 4) Extend Green Street south at its terminus to connect to Sterrett Drive.
 - a. Pros: This connection would be at a point on Sterrett Drive where it functions more as a road than a parking lot.
 - b. Cons: Cannot extend road into Stadium Woods thus the house at 625 Green Street would have to be purchased and demolished. The VT Police department office is adjacent to this location and they did not want this much potential traffic driving past their location. A building on campus property would have to be relocated.
 - c. Final Analysis: Not possible.
 - 5) Improve the existing VT Trail adjacent to the property to allow for Emergency Service Vehicles.
 - a. Pros: Great access to the rear of the neighborhood as well as additional access for the University first responders.
 - b. Cons: The issue of Stadium Woods and the completed Stadium Woods masterplan has limited any type of construction, access, etc. to this area.
 - c. Final Analysis: Not possible.
 - 6) Extend Harrell Street through VT property and tie into South Gate.
 - a. Pros: Great access for both citizen and emergency vehicles. Very feasible from a design and construction standpoint. This alignment was studied by the town engineering department during previous Comprehensive Plan discussions.

- b. Cons: Land would have to be deeded from the University (General Assembly action) or from the Huckleberry right of way. The property at 700 South Gate would need be purchased, or at least a portion of it, for right of way. Connection to South Gate could cause concerns for that neighborhood.
- c. Final Analysis: Possible but would need support from the Town, the University and the General Assembly.

7) The Allendale Emergency Bridge Connection

- a. Pros: Clear access for emergency access vehicles. Would be gated to only allow emergency vehicles. Has plenty of clearance over the Huckleberry Trail for bike users as well as first responders needing to drive the trail.
- b. Cons: Could encourage additional traffic through the neighborhood and increase lifestyle conflicts. Location is still limited during game days. Some streets getting to it may be narrow as well.
- c. Final Analysis: From a construction standpoint, this is a viable option. However, there is no support for this option from the adjacent residential neighborhood or Town Staff. This option is not, and will not, be possible at any time.

Pedestrian Walks & Multi-Use Trails

The Houston/Harrell neighborhood has limited existing pedestrian facilities. Sidewalk does extend along a portion of Harrell Street and a portion of Houston Street. Town staff has indicated that additional sidewalks are slated for installation along Harrell Street this year. These walks will be on the east side of Harrell and will further provide better pedestrian facilities to residents in the neighborhood. Small portions of Center Street and Warren Street also have sidewalks. Green Street has approximately half of its length extended with sidewalks. Green Street has seen the most instance of small scale redevelopment over the last few years which has allowed for developers to install additional sidewalk to that street. The proposed development will further extend a section of sidewalk along Green Street. Small walkways will be provided within the development at various locations. Sidewalks within the Town right of way will be standard 5' width. Sidewalks interior to the project will be 3'-5' in width and may be constructed with varying materials based on the final hardscape plans. Any sidewalks will that will serve as accessible routes will meet ADA requirements.

The biggest asset to the Houston/Harrell neighborhood is its excellent access to two main multi-use trails. These two trails allow for biking and walking and help connect the neighborhood to campus and other areas of town. The first is the existing trail system on the University property that extends along the entire western boundary of the neighborhood from the Sterrett Facilities to Washington Street. This is critically important to the neighborhood as this trail intersects Washington Street near a BT Bus Stop location. As the BT does not service the neighborhood directly, this is a critical stop location for residents. The University does have a fence along the boundary line and has only allowed a small number of access points to the trail. One of those points is Warren Street. As the proposal calls for the right of way to be vacated in this area, the developer is proposing to pave a 5'

walking trail within the portion of the 14' paper alley being vacated at the northern property boundary. This trail would extend from Center Street to the University property. The development team has previously met with University officials on the trail access and received support for the revised trail connection point. The team also discussed potential trail improvements to the University trail. The University was open to further discussion concerning additional lighting along the trail and emergency phone systems but no land disturbance, grading or trail paving would be permitted. The other main trail system in the neighborhood is the Huckleberry Trail which extends from the Blacksburg Library to Christiansburg. This is the main recreational trail system in Town.

Blacksburg Transit

As stated above, Blacksburg Transit does not directly service the Houston/Harrell neighborhood. This is primarily due to the narrower streets and street parking. These two things make turning movements difficult for the main buses. However, transit stops are within walking distance from the site along Washington Street and on Main Street as well.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The properties are currently zoned either RM-27 Low Density Multiunit Residential or Planned Residential with Conditions. The RM-27 designation allows multi-family and townhomes by-right as well as other residential and some civic uses. The current PRD zoned property was rezoned in 2007 to allow for a multi-family residential development called The Legends of Blacksburg. This project was marketed as a "Game Day Condominium" project for alumni looking for housing near the campus and Lane Stadium. The Legends plan had a total of 148 proposed bedrooms on 3.58 acres (41 beds per acre). Any deviation from this approved plan requires an amendment to that zoning district as well. Prior to that PRD approval, the parcels included in this request had a total of 103 existing bedrooms on 3.818 acres. The previous apartment complex called Stadium Apartments contained 84 bedrooms and if the remaining parcels had been redeveloped individually by-right an additional 45 bedrooms would be allowed. This would have been a total of 129 bedrooms on 3.818 acres for a density of 33 beds per acre.

The property is part of the Houston/Harrell Neighborhood. The property is located in an area classified as an Urban Walkable Residential Neighborhood as shown on Map C in the Comprehensive Plan. This is defined as "Urban/walkable neighborhoods are typically higher density residential neighborhoods located within walking distance of employment and commercial centers. These areas typically have access to all modes of transportation, including mass transit, bikeways, and pedestrian trails. Streets are typically organized in a grid pattern, which allows for easy pedestrian travel. Pedestrians can travel from these areas to commercial centers, the University, and neighborhood schools." The redevelopment plans for the subject property are certainly in line with this definition.

The subject parcel and the surrounding parcels are shown as Medium Density Residential on the Future Land Use Map. Medium density only allows up to 10 units or 20 bedrooms per acre. With those numbers the site could only accommodate 42 units or 84 bedrooms. These numbers are lower than what is even allowed by right based on their current zoning or the zoning of the adjacent properties. This neighborhood has been a predominantly student rental area for decades. It is a mix of small, older single story homes that are now rental, townhomes and multi-family apartment complexes and condominiums. While this neighborhood is more dated than most in town, it continues to be a popular area for student living. One of the main reasons for this is its location to campus and downtown. This location allows the residents to either bike or walk to campus. This area is especially attractive for students whose classes are on the southern side of campus. Over the last few years, some property owners have undertaken some redevelopment to capitalize on this market. Two townhome complexes have been developed on Green Street and the corner of Houston and Harrell has been redeveloped as a new residential rental unit.

It is assumed that due to the relatively small lots in the neighborhood and that ownership of these lots vary, it was unlikely that a redevelopment opportunity such as this proposal would be possible. According to discussions with Town staff, the redevelopment of this neighborhood has been contemplated for years but these issues have hampered realistic options for overall improvements. With limited redevelopment options, perhaps Medium Density Residential is a reasonable future land use. However, a redevelopment of this type and scale will not only continue the trend of high quality projects that are occurring in the neighborhood but can also bring a level of financial investment to the community for improvements that not only benefit our project but the neighborhood as a whole.

The location of the property itself helps mitigate concerns about the additional density as it is surrounded by other student rental housing and University property. The development is over 600' away from the Miller Southside neighborhood (860' to the nearest house in that neighborhood) and there are many other rental homes, townhomes and apartment complexes in between. The Huckleberry Trail also provides an effective separation between the two neighborhoods as there are elevation changes and trees to help buffer noise and visual impacts. The project location limits lifestyle conflicts and most of the traffic that will be generated by the development will be going to campus via Harrell and Clay and not cutting through other single family neighborhoods or further congesting main thoroughfares.

As has been discussed in the Comprehensive Plan, pushing student housing further from campus creates many other issues that this project would not. Some of these are increased demand on bus services, less walkable and "bikeable", increased traffic congestion due to additional vehicle trips along main roads, and potential lifestyle conflicts with adjacent neighborhoods. These factors seem to indicate that the redevelopment of existing, underutilized student rental property adjacent to campus that's located in a rental neighborhood is preferred to new student housing on the outskirts of town or areas that would infringe on existing single family neighborhoods. In fact, the Town of Blacksburg has recently contacted existing student housing developments to gauge their interest in redevelopment. Recent

developments such as The Edge have proven that if a redevelopment is in close proximity to campus, students will use alternative modes of transportation – such as bike, walking or bus. Student parking is becoming more limited, inconvenient, and expensive every year which also leads to students reducing car trips and looking for housing opportunities closer to campus. The Stadium View project proposed allows for students to take less than 50 steps to be on campus, on an established trail system, and without crossing a major road system in town.

The proposed project, while residential in nature, will be marketed as a college student development. The proposed project shows a maximum of 77 residential units. This would on average have the potential of increasing the local public school enrollment by 46 total students. This is a national average based on a dwelling unit adding 0.6 students to the school system. However, due to the type of project, the proximity of the project to Virginia Tech, and the amenity packages offered to residents, it is assumed that there will be very few school age students that would be attending Montgomery County Public Schools.

The Town has also developed the set of Residential Infill Development Guidelines. These guidelines help provide direction to new development or redevelopment projects located on potential urban infill parcels. Building architecture and style as well as site planning issues are discussed throughout the document. These Guidelines were reviewed during this design process and while this project does not fall into the typical Infill project discussion, some of the issues and goals addressed in the Town guidelines have been incorporated into the final design. Some of these are:

- ***Building Orientation:*** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment, provides a visually rich street edge, and contributes to resident safety by placing “eyes-on-the-street.”*

Both Buildings are oriented to the streets and hope to create an attractive new street front environment in the neighborhood.

- ***Setback:*** *Consistent front building setbacks create a uniform appearance along the street.*

While the building setback proposed along Warren Street is unique due to termination Warren Street, the setbacks along Green Street are consistent with the other existing developments.

- ***Building Frontage/Entries:*** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*

The visual character of this development has been a main focus point during the concept design. There will be a large entry feature at the end of Warren Street, which will consist of a large landscaped area facing the road, and a plaza area behind the landscaping (facing the front of the building) that can act as a small community gathering place.

- ***Off-street Parking:*** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and creates pedestrian-friendly streets.*

All parking will be provided in surface lots other than eight (8) spaces in the townhome garages. The majority of the parking will be located on the sides of the building. There will be a small amount at the front entrance, but will not be highly visible due to the large landscaping area in front of the entrance.

- **Screening/Landscaping:** *Hedges, trees, shrubs, and fences can provide privacy, a transition between spaces, and can help buffer pedestrians from vehicle traffic.*

Landscaping may be provided along the adjacent property lines to help buffer neighboring properties.

- **Open Space:** *Comfortable outdoor places in multifamily developments can provide a place for people to sit, rest, and interact, fostering a sense of community.*

The applicant is providing 20% open space with this development. The large portion of this open space allows for either active or passive recreational opportunities which will foster the sense of community. Residents may choose to use the built amenities such as the pool area and clubhouse or they may prefer to use the large open area adjacent to Stadium Woods for a more quiet/relaxed experience.

- **Connectivity:** *An interconnected street network and compact blocks provide the framework for a greater diversity of building types close to one another and promote pedestrian and bicycle activity by making connections between destinations accessible and convenient.*

While not connected very well to the outside neighborhoods, the Houston/Harrell neighborhood is well connected internally with its current street network. The project is proposing pedestrian and bike improvements and hopefully as other properties develop in the future, additional improvements can be made as well.

- **Walkways:** *Internal walkways within larger residential developments promote pedestrian movement by connecting users from the public sidewalk network and parking areas to ultimate destinations within a site.*

Connection to the public sidewalks are shown on the masterplan.

- **Scale and Massing:** *Buildings designed to fit within the context of the surrounding structures and help reinforce neighborhood character and create visual interest for pedestrians.*

The existing neighborhood is developed with a mix of single family homes (used as rentals), townhomes, and 2-3 story apartment buildings. The proposed development will remain within the scale of these buildings, with the townhomes being 3 stories and the apartment being a 3/4 story split, with the 3-story side being visible from the street.

- **Sidewalks:** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*

A new sidewalk is proposed along the Green Street frontage with the project and a new trail section is proposed to connect the existing trail through Stadium Woods to Center Street. These improvements will encourage safe pedestrian and bicycle travel.

- **Bicycle Facilities:** *Streets that have been optimized for bicycle travel and bicycle parking facilities can help support bicycle activity in a community.*

A new trail section is proposed to connect to the VT trail system which will greatly help the safety of bicycle travel in the neighborhood. The development will provide

covered bicycle storage for the bikes in the bicycle center area of the building at a much greater ratio than required by the zoning ordinance. It will also provide for a bicycle center to allow residents to do some minor bike repairs.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated December 11, 2012. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

Community Character Principles

CCP 1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community. Pedestrian circulation systems are required to be constructed in all new developments. Connections to the existing Paths to the Future routes should be made where possible through new development or Town programs.

The VT trail adjacent to the subject property is shown on the Paths to the Future map as an Existing Public Route. This is an important trail not only to the project but to the entire neighborhood as it connects to campus and the BT bus routes. The project is proposing to construct a new trail along a portion of a 14' unbuilt alley that will connect from Center Street to the VT trail. This will be a very effective trail connection as will allow for safe pedestrian and bike access to the VT trail.

CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students. Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.

The property proposed for redevelopment has been used as student rental property either in the form of multi-family residential or older single family homes for decades. The rest of the neighborhood is primarily rental so there will not be any lifestyle conflicts created by this project. Because of the existing uses, the location for this project is ideal. It also will help continue the trend of redevelopment of this neighborhood to higher quality design and construction.

Upon review of the Town GIS system, it appears the closest owner occupied home is in the Miller Southside Neighborhood and is approximately 0.16 miles (860') from the proposed project. That neighborhood is separated from the project neighborhood by Harrell Street and the Huckleberry Trail. As the building sits drastically downgrade from Harrell Street and the building design directs all active outside recreational areas to the west side of the property, there should be no lifestyle conflict with the Miller Southside neighborhood either.

CCP 6. Creation of public and private parks and recreation amenities is an important part of land use development decisions. A variety of gathering spaces should be

available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood or broader community.

The project proposes open space and recreational areas as required and stated in the PRD section of the Zoning Ordinance. Along with programmed active spaces such as the pool and clubhouse areas, the property will have un-programmed green areas around the building which will allow for other recreational uses. By backing up this area to Stadium Woods, the overall perception of open space is even greater.

CCP 14. *Transit connections and bus stop facilities are important components to support transit as a viable transportation option in Town. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.*

Although bus service is not provided to the Houston/Harrell neighborhood, it is provided along Washington Street and a stop is located at the end of the VT trail that borders the subject property.

CCP 15. *Blacksburg is a responsible headwaters community for Southwest Virginia. Developments within the Town should minimize short and long term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.*

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. The new DEQ 2014 stormwater regulations are being used in this design and compliance with these regulations are shown in the stormwater concept plan.

CCP 16. *Responsible site design and development practices will minimize environmental impacts within the Town. Any residential, commercial, industrial, or agricultural development or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.*

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality.

CCP 18. *Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night. The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.*

As a residential project, lighting will be provided for the safety of residents but will be at a residential scale and will promote a design that concentrate parking and lighting toward the center of the property thus protecting the property boundary from light spillover.

CCP 19. *For safety, appearance, and maintenance reasons, new developments are required to place utilities underground. Where feasible and financially possible*

through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.

All necessary utility relocations will be installed underground unless directed otherwise by the utility provider.

LAND USE – Objectives and Policies

LU.6. Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility.

The building is proposed to be a 3 story building along the road frontage and drops to a 4 story on the back side of the property due to the topography. This building height is in line with other existing structures in the neighborhood that area at a 3 story height. The main building also sits back into the lot and does not tower above any adjacent structures. It also provides setbacks and open space along the roads and boundaries. The use proposed, which is multi-family student designed housing, does match the surrounding land uses as the Houston/Harrell neighborhood is now 100% rental.

LU.20. Protect the integrity and quality of water resources in the Town.

The development will provide the state and local requirements for stormwater quality and quantity as well as provide all necessary measures for erosion and sediment control.

Public Safety and Community Facilities - Objectives and Policies

Economic Development

PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.

The project proposes to add sidewalks along portions of Green Street and is also proposing a new walking trail along a public alley from Center Street to the VT campus trail.

Parks & Recreation - Objectives and Policies

PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.

The project proposes to add sidewalks along portions of Green Street and Warren Street and is also proposing a new trail along a public alley from Center Street to the VT campus trail.

A SUSTAINABLE COMMUNITY - Objectives and Policies

S.3. As part of the development review process, consider how well the proposed application supports the Town's sustainability community commitment.

A mix of potential stormwater quality measures are being proposed that will reflect sustainable principles.

S.7. Support dark sky regulations and programming.

- *Establish a policy to require downward directed lighting on all new outdoor lighting fixtures to limit upward glare*

The owners agree with supporting the dark sky regulations and will commit to downward directed lighting on any outdoor lighting fixtures installed in the development project.

TRANSPORTATION – Objectives and Policies

Paths to the Future

T.6. The Zoning and Subdivision Ordinance shall establish the design standards for trails, sidewalks and bicycle lanes.

Any new sidewalks will meet Town of Blacksburg design standards.

T.7. As part of the development review process, when proposed developments include trails as shown on the Paths to the Future map, determine how the trail will be incorporated into the development design and how the trail will be connected to internal sidewalks and bike routes.

The new trail shown along the 14' paper alley extending from Center Street to the VT trail will be an excellent addition to the trail network and provide safe access to residents of the Houston/Harrell neighborhood.

T.8. Increase access to the trail network to promote the network as an effective means of transportation and a recreational amenity:

The new trail shown along the 14' paper alley extending from Center Street to the VT trail will provide a much safer pedestrian and bike connection to Campus than currently exists in the neighborhood as all current connection points are located at the terminus of a road and the lack of existing sidewalks require residents to walk in the street.

Sidewalks

T.10. Complete the construction of a connected sidewalk system:

- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions*
- *Consider requiring sidewalks on both sides of the street in infill areas with high pedestrian traffic*
- *Ensure the sidewalk system is ADA accessible*

Sidewalks will be constructed along the public road frontage with the development as well as a new walking trail on the northern boundary of the project. The development will construct sidewalks through the project to provide pedestrian

access to residential units, public streets, public transportation and any open space on the site.

T.12. Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping and installing street furniture where appropriate.

Street trees will be planted upon redevelopment per Town standards.

Bicycle

T.16. Develop and implement a comprehensive bicycle parking program throughout the Town and in coordination with Blacksburg Transit to install covered bicycle racks at public sites and commercial and residential locations, as well as to coordinate with Montgomery County and the New River Valley Planning District Commission for bicycle and pedestrian connections throughout the region.

The project will provide adequate bicycle parking to residents at a higher percentage than required by Town Code. Bicycle parking required for the development is being provided in the bicycle shop center (75 spaces) and in outdoor bike parking areas (32 spaces).

T.17. Investigate implementing a bike share program.

The secure, covered bicycle parking proposed in the parking garage could provide the developer with an opportunity for a safe and reliable bike share program.

Transit

T.22. Enhance transit accessibility and convenience; lower parking demand, energy use, and air pollution by reducing traffic on local roads; and educate the community on the positive environmental impact from using public transit in order to encourage its overall use throughout the Town.

The use of public transportation is a key component of this development. It is anticipated that public transportation provided along Washington Street will be used frequently by the residents. The limited number of parking spaces is also intended to encourage less reliability on personal vehicles.

T.28. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.

BT service does not come into the Houston/Harrell neighborhood but is provided along Washington Street which residents can access via the trail system.

Alleys

T.47. Maximize the use of alleys and unbuilt right-of-ways by all modes of transportation that can safely be accommodated.

The proposal shows the improvement of a paper alley at the northern boundary of the subject property. This area will be used as a new walking trail that will connect pedestrians from Center Street to the paved trail system on the University property.

Parking

T.50. The development review process ensures:

- *Surface parking facilities are landscaped and appropriately lighted*
- *New parking lots minimize impacts on stormwater*

All of the parking is surface parking. The surface parking shown does include the required landscape islands and all parking lots will be lighted for public safety. As parking is currently proposed at a ratio of 0.82 spaces per bed, the impact on stormwater is being reduced.

ENVIRONMENT - Objectives and Policies

Land Resources: Open Space, Viewsheds & Greenways

EN.13. Support greenway funding, acquisition, and maintenance.

- *Encourage private support and development of greenways*

The development is proposing to develop a new walking trail section to benefit the neighborhood and connect to the VT trail system.

EN.14. As part of the development review process, the Town will evaluate opportunities and incentives to expand and connect the greenway system to provide a contiguously connected system.

The development is proposing to develop a new walking trail section in the vacated portion of the paper alley to benefit the neighborhood and connect to the VT trail system.

EN.17. As part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:

- *Watershed*

The development of the subject parcel will strategically look at ways to mitigate any impact of the above criteria including creative stormwater management solutions.

Geologic Features: Karst & Steep Slopes

EN.23. Ensure that development in karst terrain does not impact groundwater or karst environments and ecosystems.

- *Protect karst areas and groundwater flows by minimizing surface water, drainage, and structural impacts near sensitive karst areas*

The redevelopment of the property requires all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. The regulations aid in protecting karst areas and groundwater flows.

Watershed Resources: Watersheds, Flooding Hazards, Stormwater and Groundwater

EN.26. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:

- *Prohibit development in wetlands*

- *Restrict development in riparian buffer zones*
- *Restrict development in Creek Valley Overlay*

The redevelopment of the subject property does not impact any of the fragile land uses above.

EN.27. Implement the BMPs required in the MS4 Program Plan.

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. The new DEQ 2014 stormwater regulations are being used in this design and compliance with these regulation are shown in the stormwater concept plan. Stormwater quality compliance will utilize a combination of onsite treatment and nutrient credit purchasing as allowed by state code.

Air Quality & Energy

EN.30. Finalize, adopt and implement the Climate Action Plan that emphasizes lowering energy use, reducing greenhouse gas emissions, and improving air quality.

Based on close proximity to campus and a wide variety of daily needs significant energy and greenhouse gas production is saved by walking and biking.

EN.34. Support citizens in establishing and reaching vehicle travel reduction goals to reduce air pollution.

- *Walk, bike and use public transit*
- *Consider vehicle travel costs and impacts when making housing choices*

The project's location to campus is prime to encourage residents to walk or bike to classes rather than drive. The VT trail system also connects at the location of a BT stop that will help promote public transit use. The rising cost of an on campus parking permit as well as the continued reduction of available commuter parking spaces makes a location adjacent to campus much more responsible.

EN.39. Establish programs and incentives to reduce energy use in multi-family housing units.

The owners would support programs and incentives for reduced energy use. These type of ideas may be necessary for broader scale implementation of energy reducing/alternative energy on larger residential developments.

VII. Adjoining Landowners

Owners of land adjoining the site are shown in the chart on the following page, listed by tax map parcel numbers with the name and mailing addresses:

PROGRESS STREET TOWNHOMES REZONING REQUEST Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
256-A 1	VIRGINIA TECH, VPI BLDGS & LAND	230 STERRETT DRIVE BLACKSBURG, VA 24061
286-A 15	NRAW, LLC	3494 HAPPY HOLLOW RD BLACKSBURG, VA 24060
286-1 A, 286-2 A, & 286-3 A	GREEN STREET HOMEOWNERS ASSOCIATION	COMMON AREA
286-1 1-7 & 286-2 1-3	M S PARTNERSHIP	P.O. BOX 548 TAZWELL, VA 24651
286-3 1-7 & 286-A 12	513 GREEN STREET LLC	3169 COMMERCE ST BLAKSBURG, VA 24060
286-A 7	SNOWMASS DEVELOPMENT, LLC	P. O. BOX 106 BLACKSBURG, VA 24063
286-A 2,3	GRAN APARTMENTS, LLC	110 DRAPER ROAD NW BLACKSBURG, VA 24060
256- 7BK E 14-16	THOMAS D FRITH JR, ETAL	P.O. BOX 10 BLACKSBURG, VA 24060
256-8 2	UNIVERSAL PROPERTIES/BBURG LC	P.O, BOX 986 BLACKSBURG, VA 24063
256-8 1	LITTLE E, LLC	P.O. BOX 10397 BLACKSBURG, VA 24062

286-A 10	MICHAEL J. LOPEZ & ROBERT A. SA ARI LOPEZ	305 HEARTHSTONE DR BLACKSBURG, VA 24060
286-A 13	SAS LLC	P.O. BOX 10397 BLACKSBURG, VA 24062

**PROFFER STATEMENT FOR THE APPLICATION OF
ACC OP (WARREN STREET) LLC**

Dated: May 1, 2017

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, ACC OP (WARREN STREET) LLC the owner(s) of the property that is the subject of this Application (Tax Parcels # 256-7BK-E 9-11, 256-7BK-E 12A, 286-A-14, 286-A-8 & 286-A-9) will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Stadium View Planned Residential Development (the "Application") dated May 1, 2017.
2. A secure "Bike Shop" shall be provided in a covered area. The Bike Shop will contain an air compressor and work rack for residents to utilize in maintaining their bicycles.
3. The owner shall provide full time onsite office personnel and maintenance during office hours and 24 hour on-call maintenance after hours as described in the On-site Management and Maintenance section of the submitted rezoning application.
4. The owner shall develop a parking policy and shall issue parking permits/stickers to residents and visitor passes to visitors.
5. The development shall comply with the approved conditions listed in Ordinance xxxx – *AN ORDINANCE VACATING PORTIONS OF WARREN STREET* and 14' Public Alley dated xxxxx. This includes the owner dedicating additional right of way to the Town of Blacksburg as shown on the approved masterplan for the benefit of future widening of Green Street. This dedication shall occur prior to site plan approval.
6. The owner will build a 5' paved walking trail in the 14' public alley from Center Street to the western boundary of the subject property.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code § 15.2-2303.4, and that the proffers are entered into voluntarily. In the attached Exhibit A the owner has explained the following:

- a) How each proffered condition addresses an impact specifically attributable to the proposed new residential development; and/or
- b) Whether there are any offsite proffers and how they benefit the project.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

ACC OP (WARREN STREET) LLC

By: _____

Printed Name: _____

Title: _____

STATE OF TEXAS
COUNTY OF TRAVIS

Acknowledged before me this _____ day of _____, 20____.

Notary Public

My Commission Expires:
Registration No.:

**PROFFER STATEMENT FOR THE APPLICATION OF
ACC OP (WARREN STREET) LLC**

Dated: May 1 2017

EXHIBIT A

Proffer #1: The masterplan and accompanying rezoning documents contain the details of the application. This proffer provides assurance to the Applicant and the Town that the project will be developed in accordance with these documents.

Proffer #2: The location of the project in relation to the Virginia Tech campus will encourage bike and pedestrian traffic. Having a secure and covered bike storage and work area is critical to supporting this mode of transportation. It also further decreases the dependency on vehicular forms of transportation especially when travelling to and from campus.

Proffer #3: Full time onsite staffing is a priority for the owners of the project. If a project is to be successful long term, its ownership must be able to address concerns and issues immediately. The policies described in the On-site management and maintenance portion of this application are designed to mitigate these issues and impacts.

Proffer #4: The project is proposing a parking ratio lower than the standard town requirement of 1.1 spaces per bedroom. In order to effectively manage and monitor parking on the property, a permit policy must be incorporated which will ensure only residents or permitted visitors are parking onsite. This will limit concerns of residents having to park offsite or on the street due to lack of parking within the complex.

Proffer #5: The layout of the proposed project is contingent upon the right of way vacation and dedication. To adequately meet the requirements and design parameters included in the request, the right of way agreements must be executed and all conditions met.

Proffer #6: Pedestrian connectivity in the neighborhood is currently very limited. As a portion of Warren Street is proposed to be removed, the access to the VT trail will need to be relocated per our previous discussions with the University. The proposed trail will provide the residents of Stadium View and all other pedestrians in the neighborhood to have a safe access point to the VT trail.

Appendix

SHEET 1 – 2	Zoning Maps
SHEET 2	Blacksburg Transit Map
SHEET 3-4	Preliminary Right of Way Dedication and Vacation Exhibits
SHEET Z1.0	Map from Records
SHEET Z2.0	Existing Zoning and Landuse Map
SHEET Z3.0	Overall Existing Conditions Plan
SHEET Z3.1	Existing Conditions Plan
SHEET Z3.2	Existing Conditions Plan
SHEET Z4.0	Overall Master Plan
SHEET Z4.1	Master Plan
SHEET Z4.1	Master Plan
SHEET Z5.0	Open Space Plan
SHEET ZA-ASP – ZA6	Building Elevations and Floor Plans
Lighting Plans 1-14	Hardman Signs Architectural Signage & Graphics Package

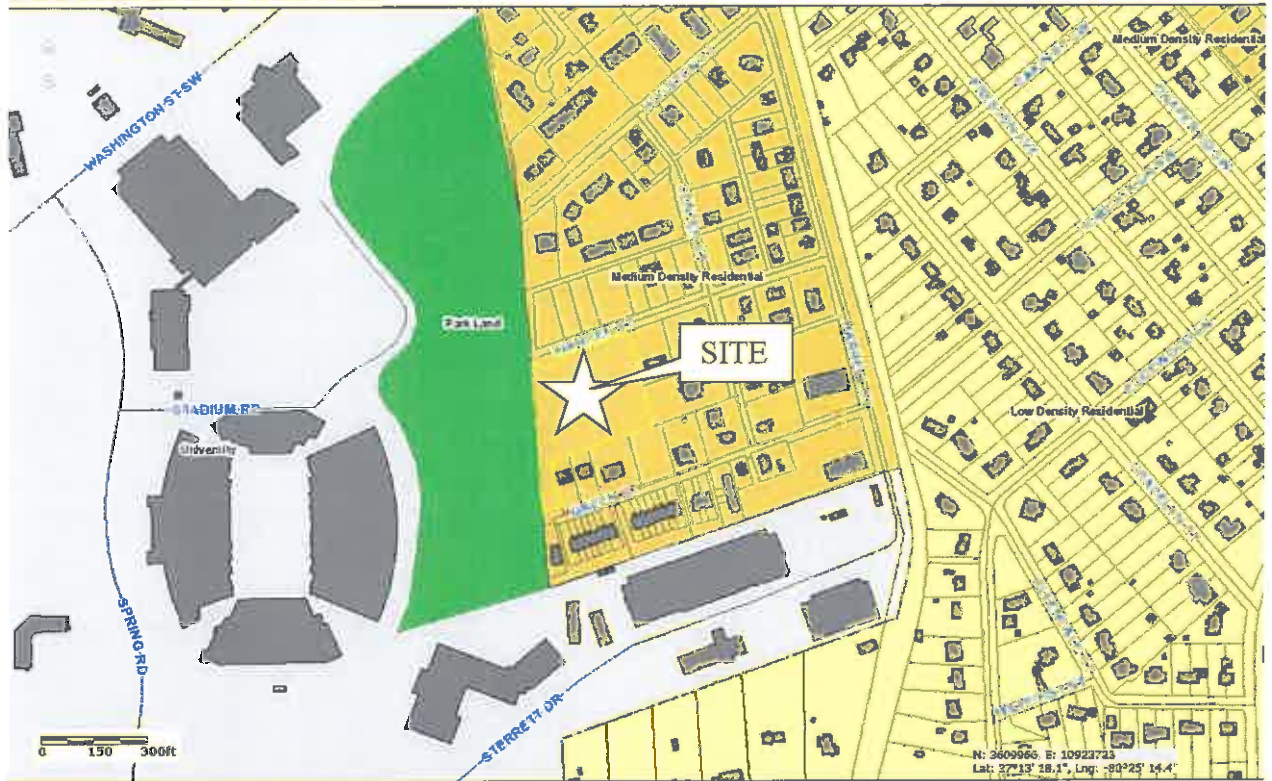
EXISTING ZONING MAP



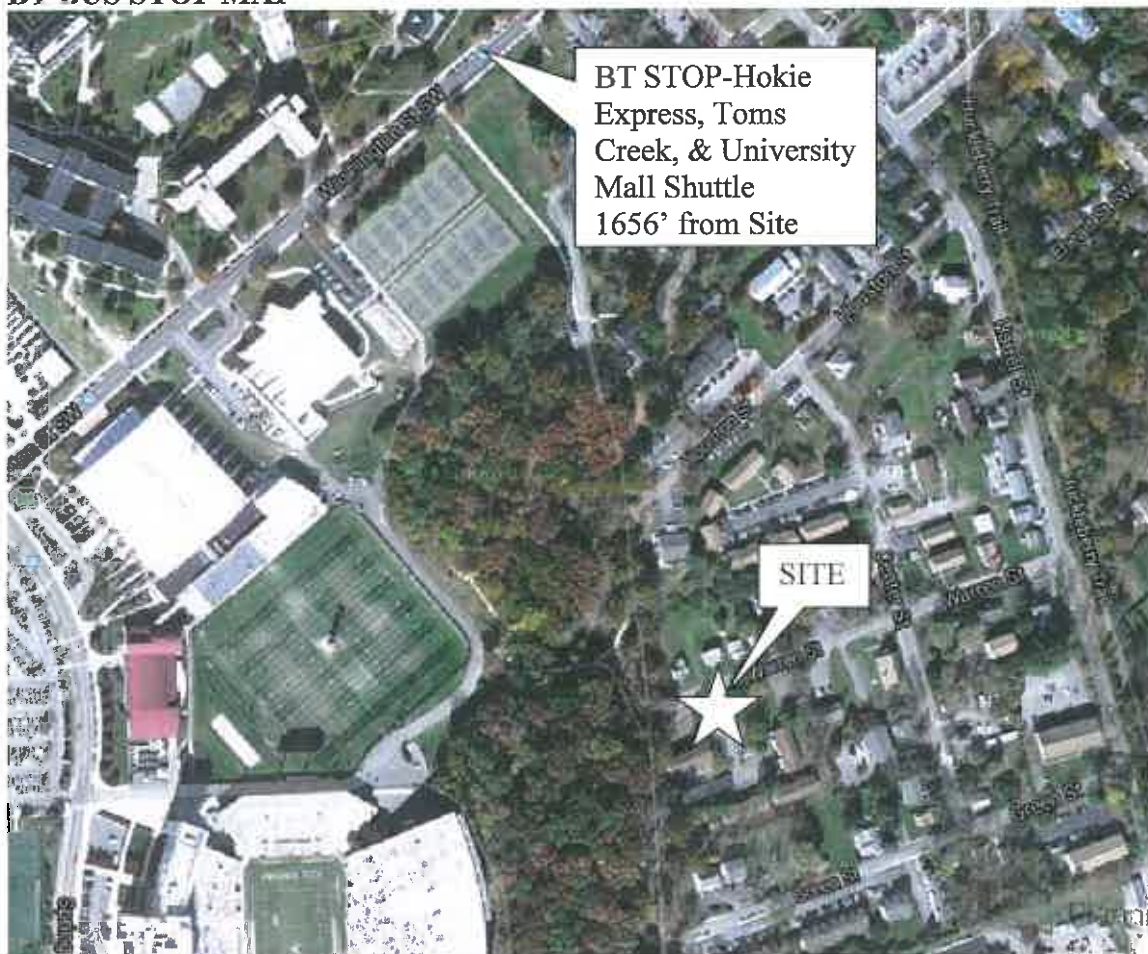
EXISTING LAND USE MAP



FUTURE LAND USE MAP



BT BUS STOP MAP

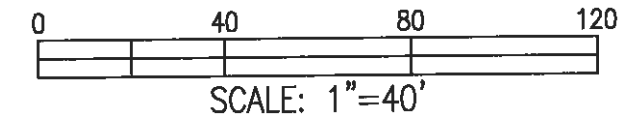


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Department

N/F
GRAN APARTMENTS, LLC
TAX MAP #286-A 3
PARCEL ID #011535
INST. #2009003004

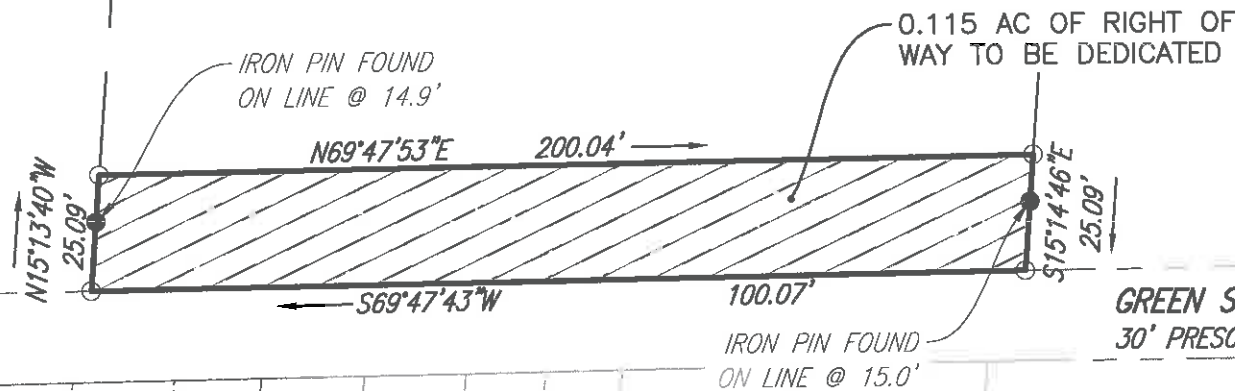


PRELIMINARY
FOR REVIEW ONLY
DO NOT RECORD

N/F
GREEN STREET TOWNHOMES, LLC
TAX MAP #286-A 10
PARCEL ID #009366
INST. #2015002424
INST. #2003002843

N/F
ACC OP (WARREN STREET) LLC
TAX MAP #286-A 14
PARCEL ID #017898
INST. #2012003164
PB 435 PG 345

N/F
SNOWMASS DEVELOPMENT, LLC
TAX MAP #286-A 7
PARCEL ID #016342
DB 1068 PG154



RIGHT OF WAY EXHIBIT
FROM RECORDS SHOWING
**AREA TO BE DEDICATED TO
THE TOWN OF BLACKSBURG
AND
AREA WITHIN PUBLIC RIGHT OF WAY
TO BE VACATED**

PORTIONS OF WARREN STREET, GREEN STREET AND A PUBLIC ALLEY
TOWN OF BLACKSBURG
PRICES FORK MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA
DATE: MAY 1, 2017
JOB #24170044.00
SCALE: 1" = 40'
SHEET 2 OF 2

TEL: 540-381-4290 FAX: 540-381-4291

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

Balzer & Associates, Inc. 448 Peppers Ferry Road, NW Christiansburg Va. 24073

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MAY 01 2017

Planning and Engineering
Department

BALZER
AND ASSOCIATES, INC.



REFLECTING TOMORROW

• PLANNERS • ARCHITECTS
• ENGINEERS • SURVEYORS

OWNER INFORMATION

1. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #256-7BK E 9
PARCEL ID #006639
INST. #2012003164
PB 62 PG 314
2. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #256-7BK E 10
PARCEL ID #006638
INST. #2012003164
PB 62 PG 314
3. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #256-7BK E 11
PARCEL ID #004756
INST. #2012003164
PB 62 PG 314
4. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #256-7BK E 12A
PARCEL ID #006682
INST. #2015004484
PB 26 PG 103
5. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #286-A 9
PARCEL ID #012397
INST. #2012003164
PB 929 PG 3
6. N/F
ACC OP (WARREN STREET) LLC
TAX MAP #256-A 8
PARCEL ID #020185
INST. #2012003164
7. N/F
THOMAS D. FRITH JR REV TRUST
C/O BERNICE M. FRITH TRUSTEE
TAX MAP #256-7BK 3 14-16
PARCEL ID #006727
INST. #2016004761
PB 62 PG 314
8. N/F
SAS, LLC
TAX MAP #286-A 13
PARCEL ID #017855
DB 963 PG 274
9. N/F
513 GREEN STREET, LLC
TAX MAP #286-A 12
PARCEL ID #020939
INST. #2007000345
10. N/F
GREEN STREET TOWNHOMES, LLC
TAX MAP #286-A 10
PARCEL ID #009366
INST. #2015002424 (DEED)
INST. #2003002843 (PLAT)

11. N/F
LITTLE E, LLC
TAX MAP #256-8 1
PARCEL ID #011407
INST. #2005001858
PB 9 PG 91
12. N/F
UNIVERSAL PROPERTIES
TAX MAP #256-8 2
PARCEL ID #002464
DB 939 PB 836
PB 16 PG 685

VIRGINIA TECH CAMPUS

N/F
VPI BLDGS & LAND
TAX MAP #255-A 1
PARCEL ID #070905
INST. #2010003159

N/F
GRAN APARTMENTS, LLC
TAX MAP #286-A 2
PARCEL ID #004217
INST. #2009002992

N/F
GRAN APARTMENTS, LLC
TAX MAP #286-A 3
PARCEL ID #011535
INST. #2009003004

N/F
SNOWMASS DEVELOPMENT, LLC
TAX MAP #286-A 7
PARCEL ID #016342
DB 1068 PG 154

MAP FROM RECORDS FOR ACC OP (WARREN STREET) LLC

SHOWING AREA PROPOSED FOR REZONING
SITUATED ON WARREN & GREEN STREETS

INSTRUMENT #2012003164
INSTRUMENT #2015004484

PRICES FORK MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG
MONTGOMERY COUNTY, VIRGINIA

DATE: MAY 1, 2017

JOB #1400005.00

SCALE: 1" = 80'

SHEET Z1.0

TEL: 540-381-4290 FAX: 540-381-4291

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

Balzer & Associates, Inc. 448 Peppers Ferry Road, NW Christiansburg Va. 24073

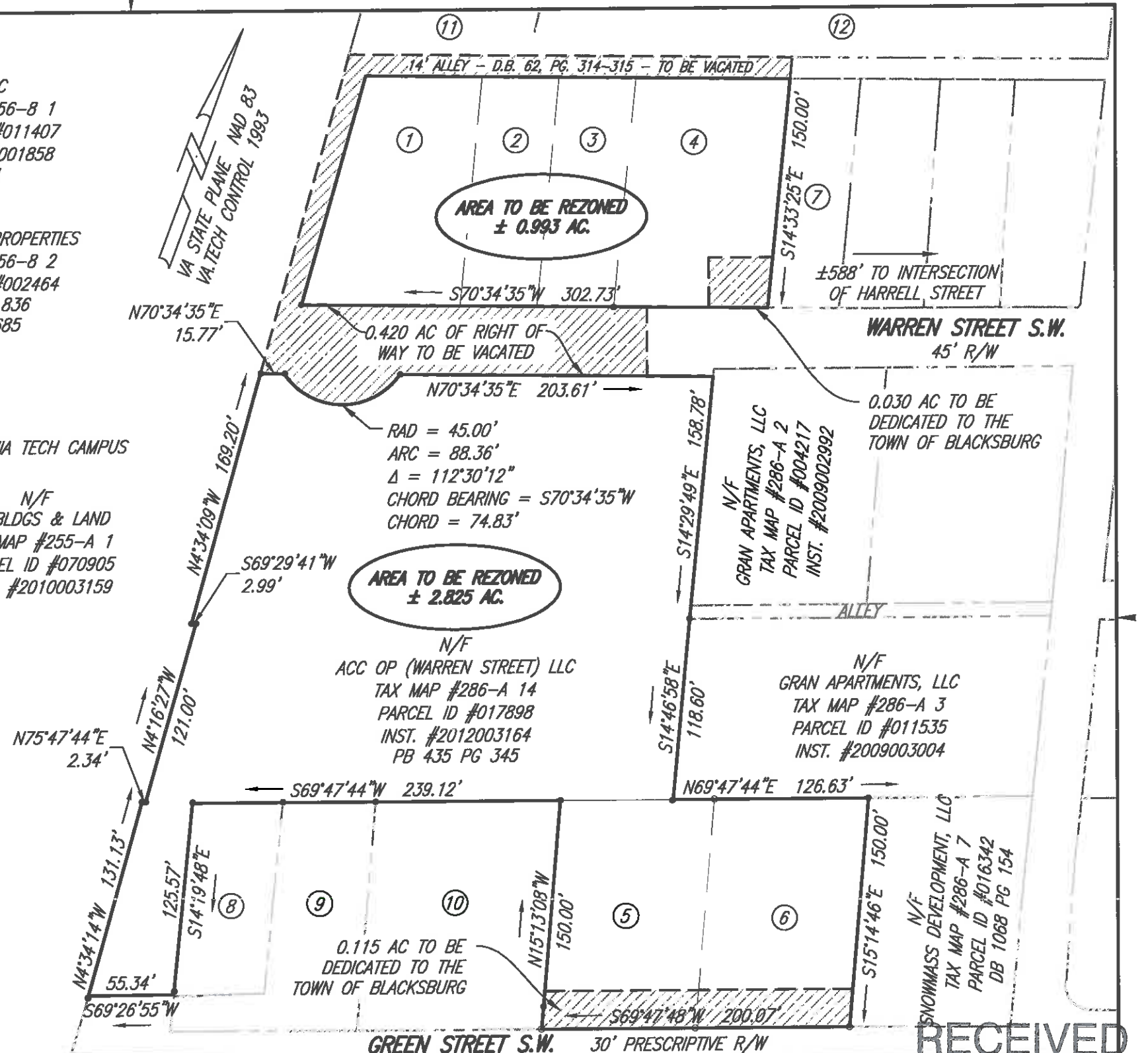


• PLANNERS • ARCHITECTS
• ENGINEERS • SURVEYORS

THIS MAP IS BASED PARTIALLY FROM RECORDS AND PARTIALLY FROM A FIELD SURVEY. THE BOUNDARIES SHOWN HEREON ARE NOT FROM A CURRENT BOUNDARY SURVEY OR SUBDIVISION PLAT AND ARE ONLY USED FOR REZONING PURPOSES AND PUBLIC INFORMATION.



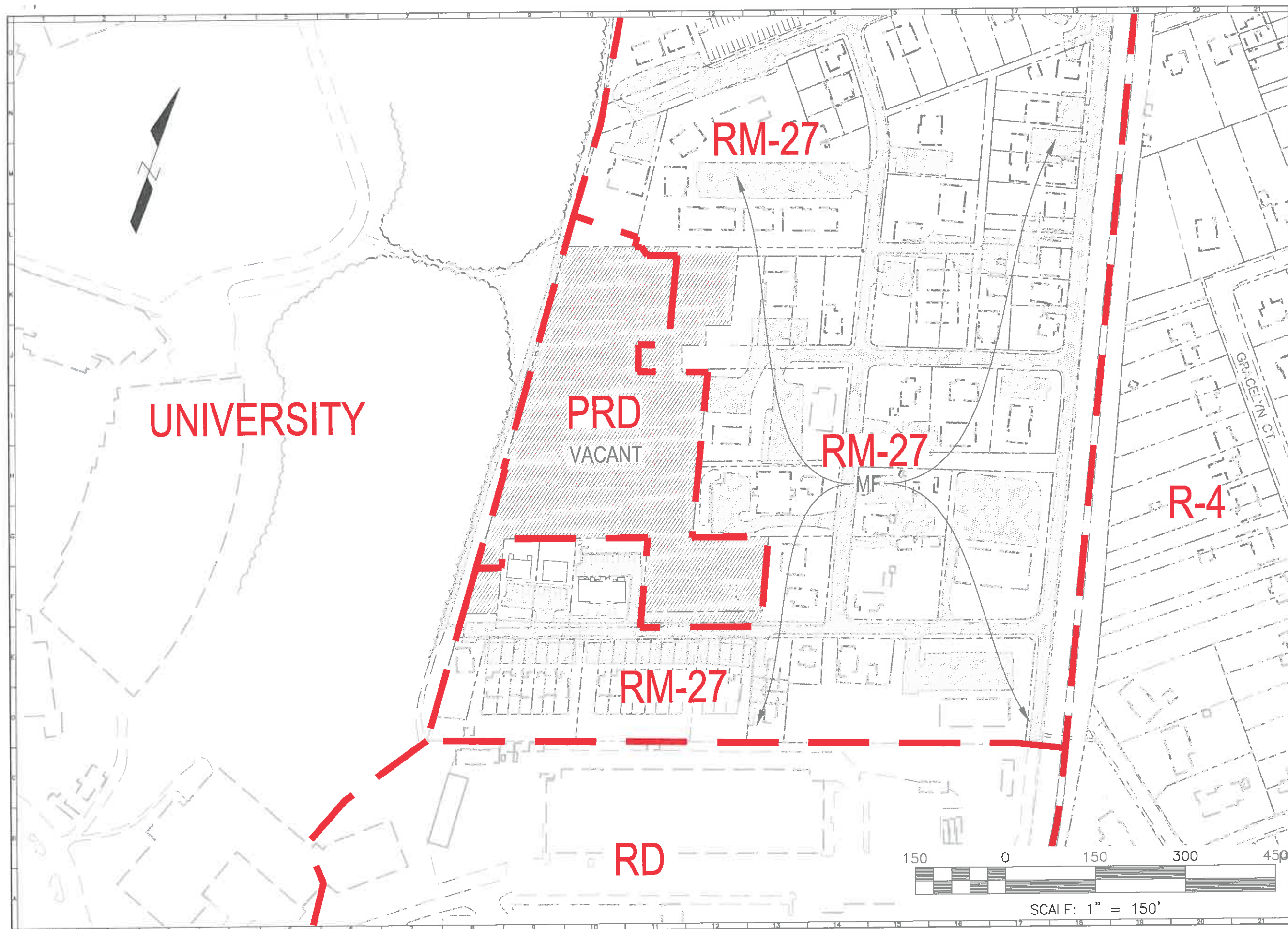
SCALE: 1" = 80'



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REFLECTING TENDENCY
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New River Valley
Richmond
Roanoke
Staunton
Harrisonburg
RESIDENTIAL LAND DEVELOPMENT ENGINEERING
SITE DEVELOPMENT ENGINEERING
LAND USE PLANNING & ZONING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
ARCHITECTURE
TRANSPORTATION ENGINEERING
ENVIRONMENTAL & SOIL SCIENCE
WETLAND DELINEATION & STREAM EVALUATIONS
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540-381-4280
FAX 540-381-4281

STADIUM VIEW
WARREN & GREEN STREETS
EXISTING ZONING AND LAND USE MAP
PRICES FORK MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

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SCALE 1"=150'

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STADIUM VIEW
WARREN & GREEN STREETS
OVERALL EXISTING CONDITIONS
PRICES FOR MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

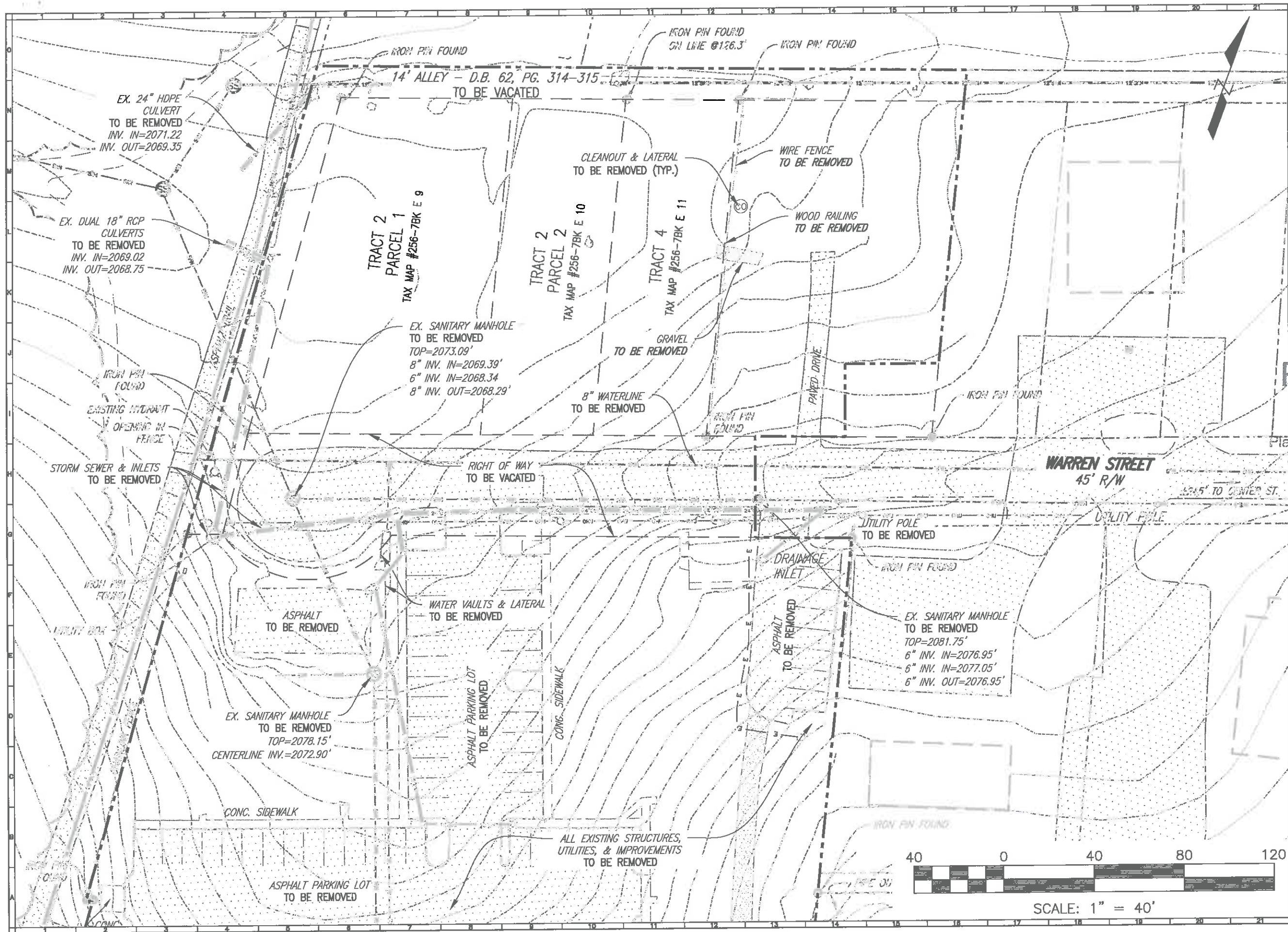
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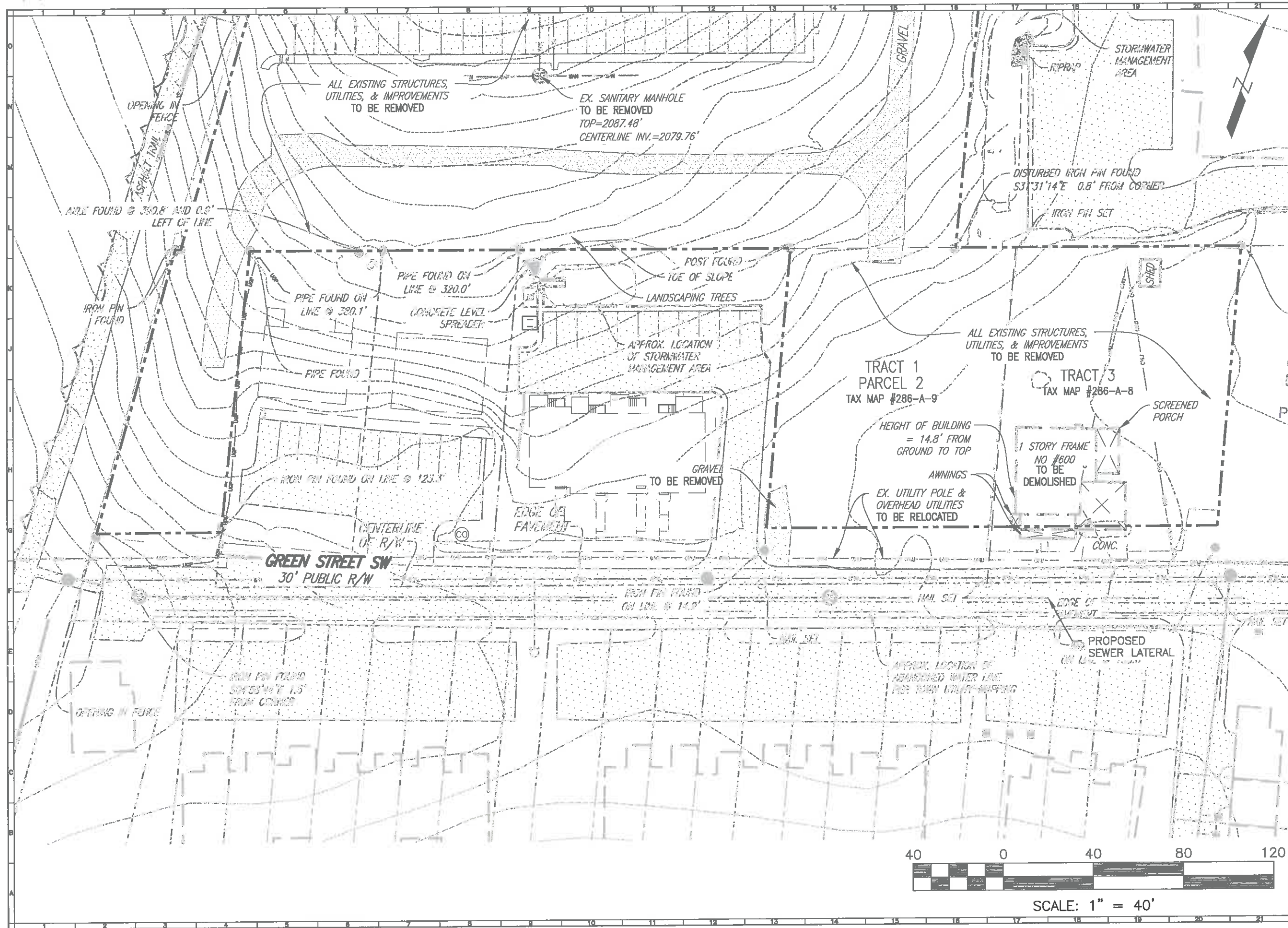
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WARREN & GREEN STREETS
EXISTING CONDITIONS
PRICES FOR MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

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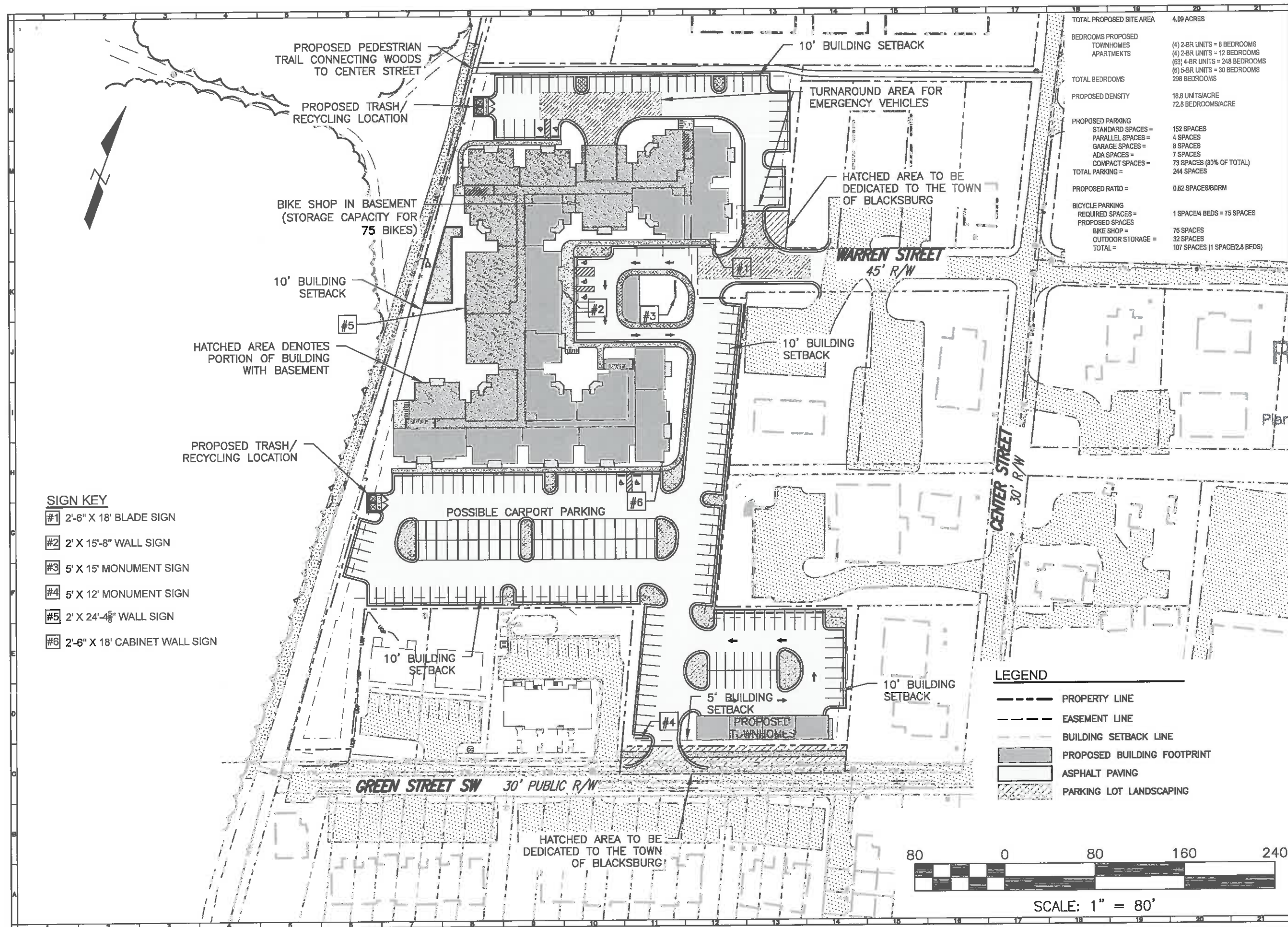
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WARREN & GREEN STREETS
EXISTING CONDITIONS
PRICES FOR MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

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TOTAL PROPOSED SITE AREA	4.09 ACRES
BEDROOMS PROPOSED	(4) 2-BR UNITS = 8 BEDROOMS
TOWNHOMES	(4) 2-BR UNITS = 12 BEDROOMS
APARTMENTS	(63) 4-BR UNITS = 248 BEDROOMS
	(6) 5-BR UNITS = 30 BEDROOMS
	298 BEDROOMS
TOTAL BEDROOMS	18.8 UNITS/ACRE
PROPOSED DENSITY	72.8 BEDROOMS/ACRE
PROPOSED PARKING	152 SPACES
STANDARD SPACES =	4 SPACES
PARALLEL SPACES =	8 SPACES
GARAGE SPACES =	7 SPACES
ADA SPACES =	73 SPACES (30% OF TOTAL)
COMPACT SPACES =	244 SPACES
TOTAL PARKING =	
PROPOSED RATIO =	0.82 SPACES/BDRM
BICYCLE PARKING	1 SPACE/4 BEDS = 75 SPACES
REQUIRED SPACES =	
PROPOSED SPACES	75 SPACES
BIKE SHOP =	32 SPACES
OUTDOOR STORAGE =	107 SPACES (1 SPACE/2.8 BEDS)
TOTAL =	



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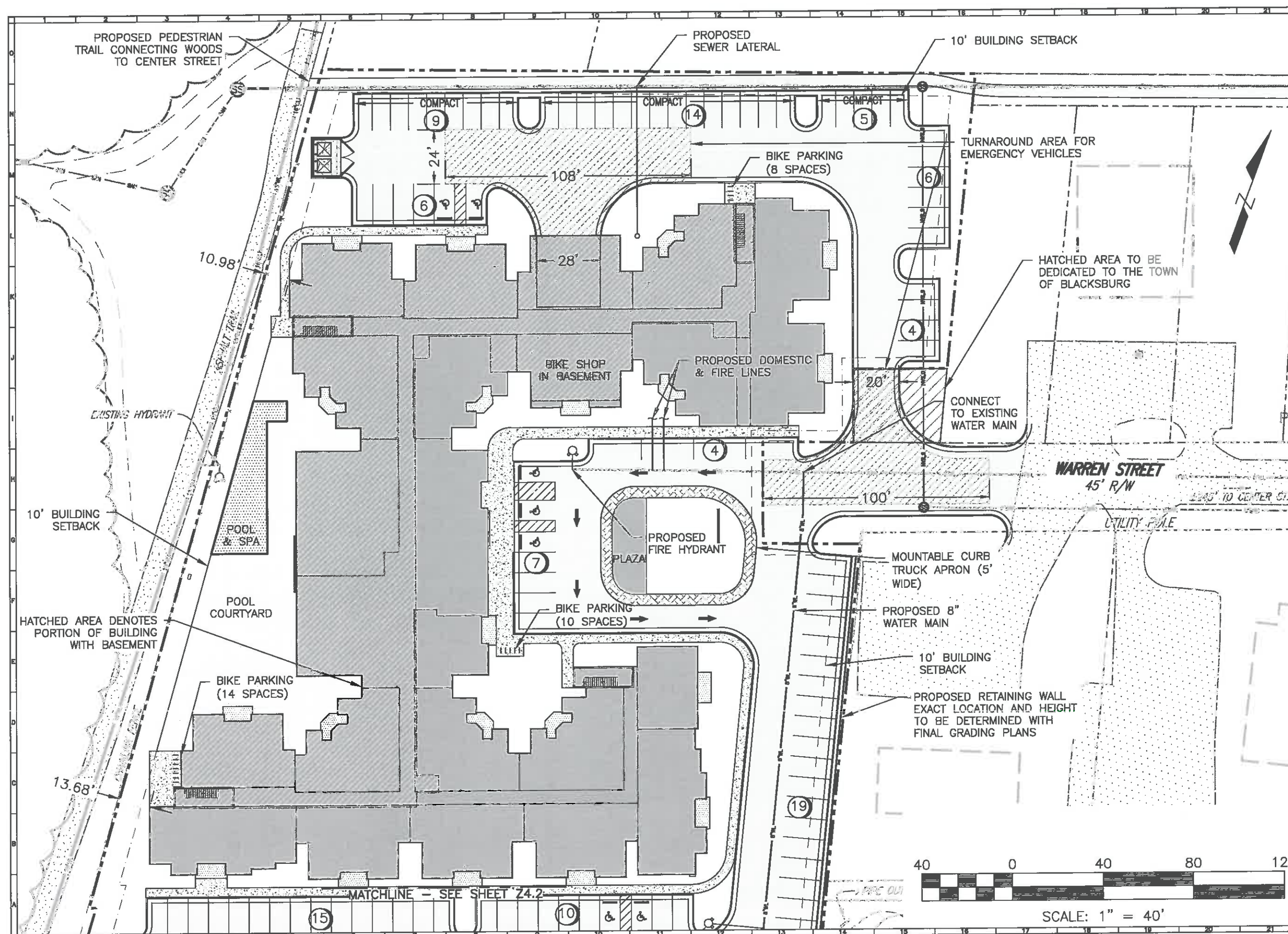
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STADIUM VIEW
WARREN & GREEN STREETS
OVERALL MASTER PLAN
PRICES FORK MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

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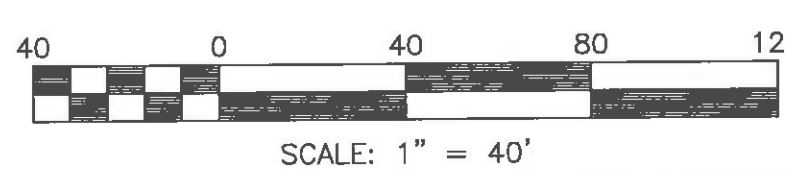
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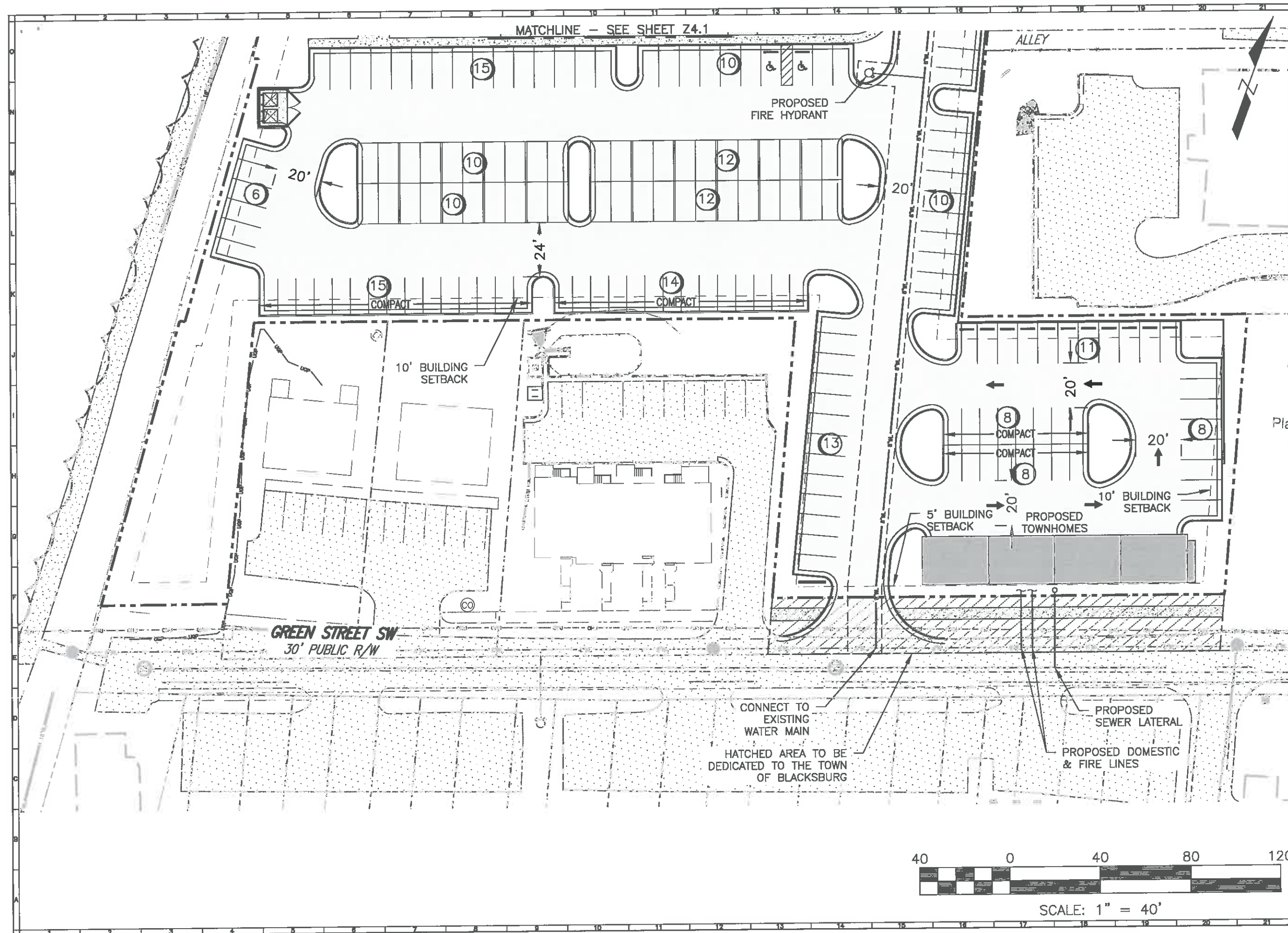
STADIUM VIEW
WARREN & GREEN STREETS
MASTER PLAN

PRICES FOR MAGISTERIAL DISTRICT
MONTGOMERY COUNTY, VIRGINIA

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MASTER PLAN

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SCALE 1"=40'

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LEGEND

- RECREATIONAL OPEN SPACE
- NON-RECREATIONAL OPEN SPACE
- ADDITIONAL GREEN SPACE NOT INCLUDED IN OVERALL OPEN SPACE AREAS (0.29 AC)

OPEN SPACE CALCULATIONS
 REQUIRED OPEN SPACE = 20% OF SITE AREA
 = 35,659 SF

PROVIDED OPEN SPACE:
 NON-RECREATIONAL = 14,974 SF
 RECREATIONAL = 20,818 SF
 TOTAL = 35,792 SF (20.1%)

2,968 SF
NON-RECREATIONAL
OPEN SPACE

POOL COURTYARD
6,938 SF

RECREATIONAL
OPEN SPACE
(INDOOR AMENITIES)
BASEMENT=4,492 SF
LEVEL 1=2,107 SF

ENTRY COURT=1,023 SF

3,317 SF
RECREATIONAL
OPEN SPACE

4,971 SF
NON-RECREATIONAL
OPEN SPACE

475 SF
NON-RECREATIONAL
OPEN SPACE

1,830 SF
NON-RECREATIONAL
OPEN SPACE

4,318 SF
NON-RECREATIONAL
OPEN SPACE

1,414SF
RECREATIONAL
OPEN SPACE

1,527 SF
RECREATIONAL
OPEN SPACE

411 SF NON-
RECREATIONAL
OPEN SPACE

WARREN STREET
45' R/W

CENTER STREET
30' R/W

GREEN STREET SW 30' PUBLIC R/W



SCALE: 1" = 80'



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 OPEN SPACE PLAN

PRICES FORK MAGISTERIAL DISTRICT
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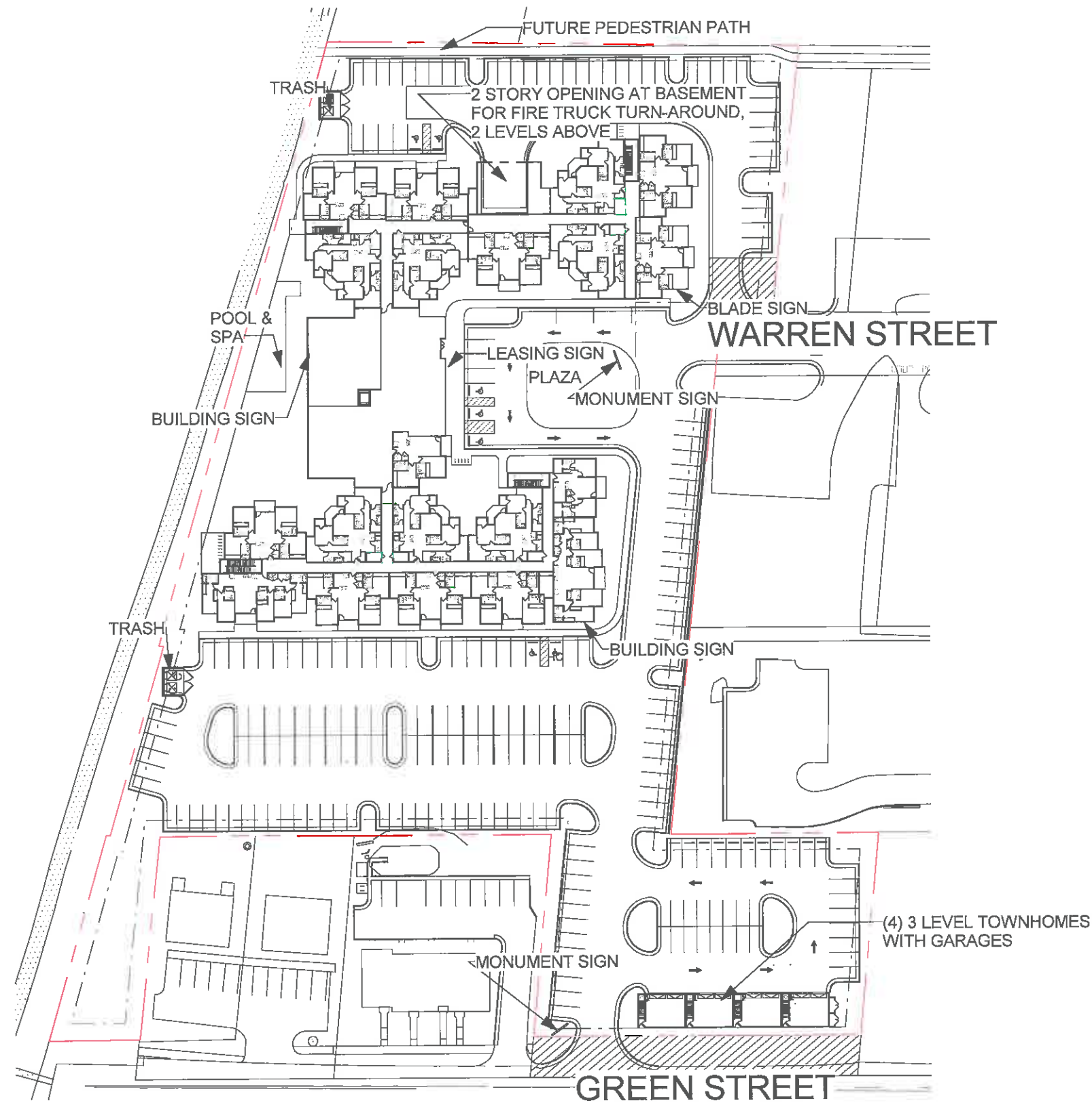
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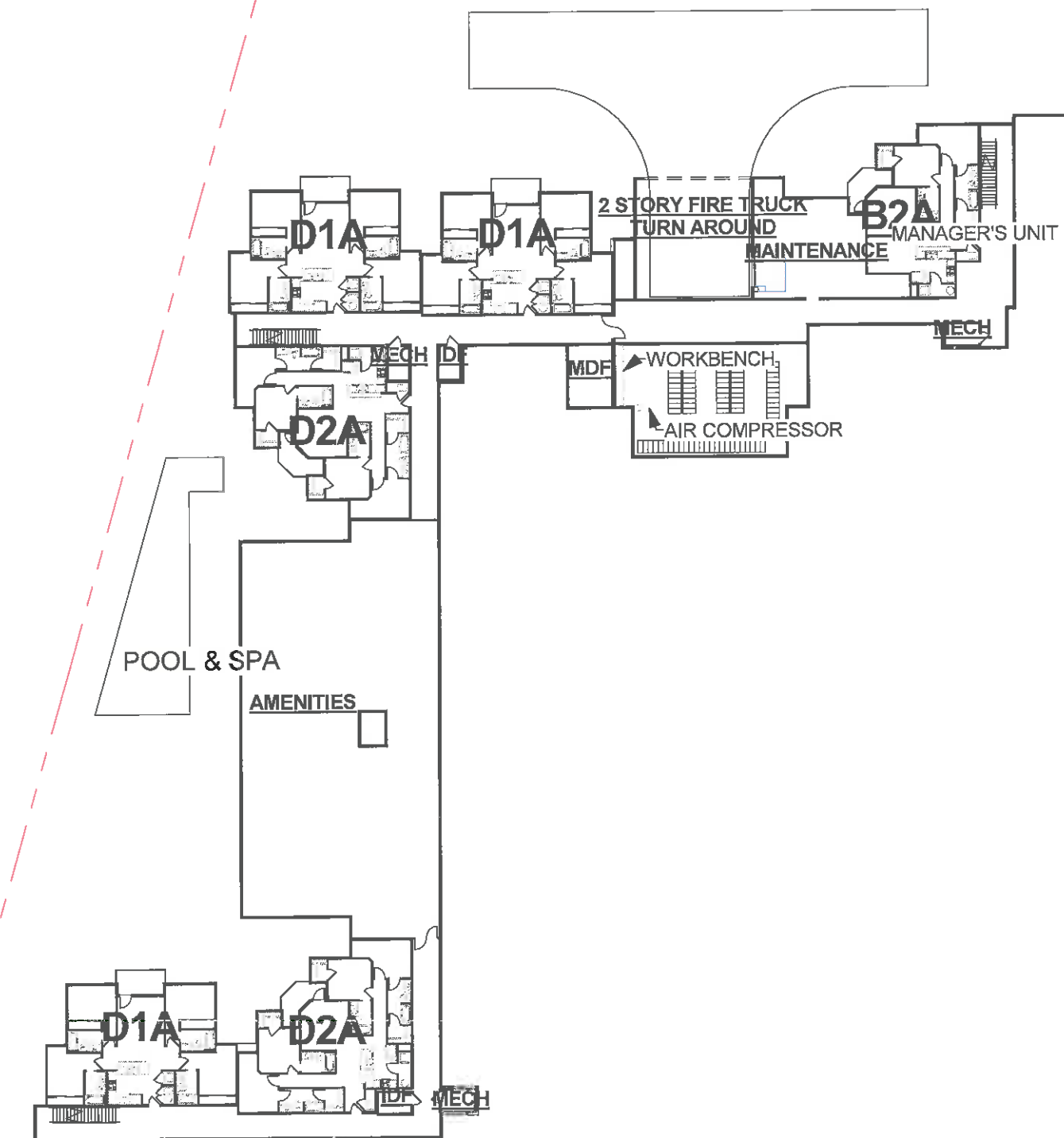
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1 ARCHITECTURAL SITE PLAN
1" = 80'-0"

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VIRGINIA TECH STUDENT HOUSING AMERICAN CAMPUS COMMUNITIES PROGRAM				
Unit Mix	No. Units	No. Beds	Sq. Ft./Unit	Total Sq. Ft.
2 Bedroom / 2 Bathroom Apartment (B2A - Manager)	1	2	1,257	1,257
2 Bedroom / 2 Bathroom Apartment (B3A)	3	6	1,096	3,109
4 Bedroom / 4 Bathroom Apartment (D1A)	35	152	1,483	58,735
4 Bedroom / 4 Bathroom Apartment (D1B)	2	8	1,497	2,993
4 Bedroom / 4 Bathroom Apartment (D2A)	23	92	1,634	37,584
5 Bedroom / 5 Bathroom Apartment (E1A)	6	30	1,837	11,022
2 Bedroom / 2 Bathroom Townhome	4	8	1,838	7,414
Total Program	77	298		120,113
Community Center / Model Unit				9,991
Bike Shop / Bike Storage - 75 spaces				1,414
Circulation Space			18%	21,971
Maintenance				800
Misc				771
Total Square Footage				156,069



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OVERALL BASEMENT

1" = 40'-0"

dwell design
studio

ZA-0

04/28/17



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1 OVERALL LEVEL 1
1" = 40'-0"

dwell design
studio

ZA-1

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1

OVERALL LEVEL 2

1" = 40'-0"



dwell design
studio

ZA-2

04/28/17





1 EAST ELEVATION
1" = 40'-0"



2 NORTH ELEVATION
1" = 40'-0"



3 WEST ELEVATION
1" = 40'-0"



4 SOUTH ELEVATION
1" = 40'-0"



5 TOWNHOME SOUTH ELEVATION
1" = 40'-0"

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1 ENTRY COURT

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1 SOUTHEAST CORNER

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dwell design
studio
ZA-6 04/28/17

CLIENT



PROJECT

BLACKSBURG, VA
BLACKSBURG, VA

CREATED: 4-25-2017 | PROJECT NUMBER: 2170862



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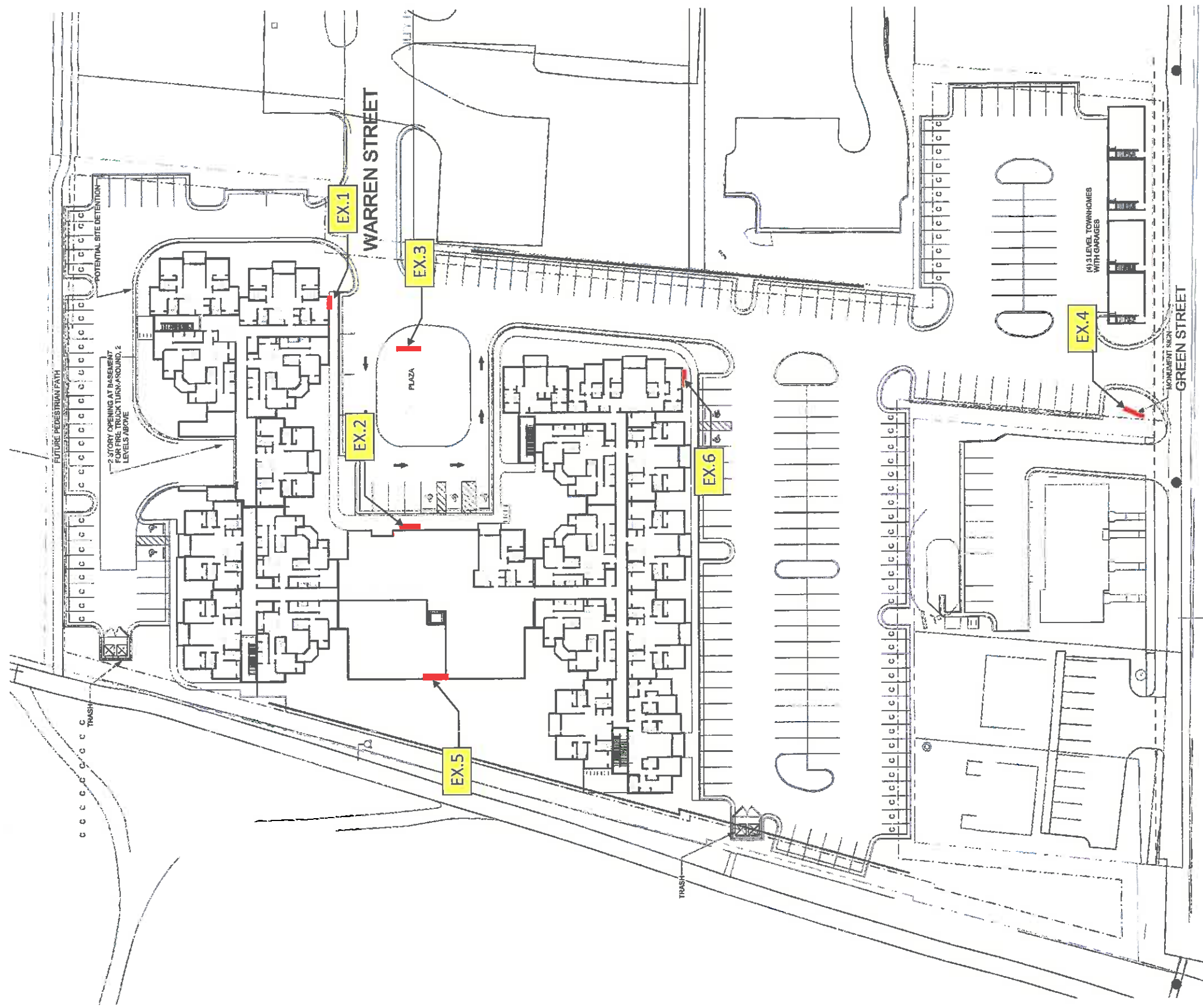
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Hardman Signs

ARCHITECTURAL SIGNAGE & GRAPHICS

REP: IGNACIA GARCIA | DESIGNER: PAUL SALGADO

SIGN LOCATION MAP



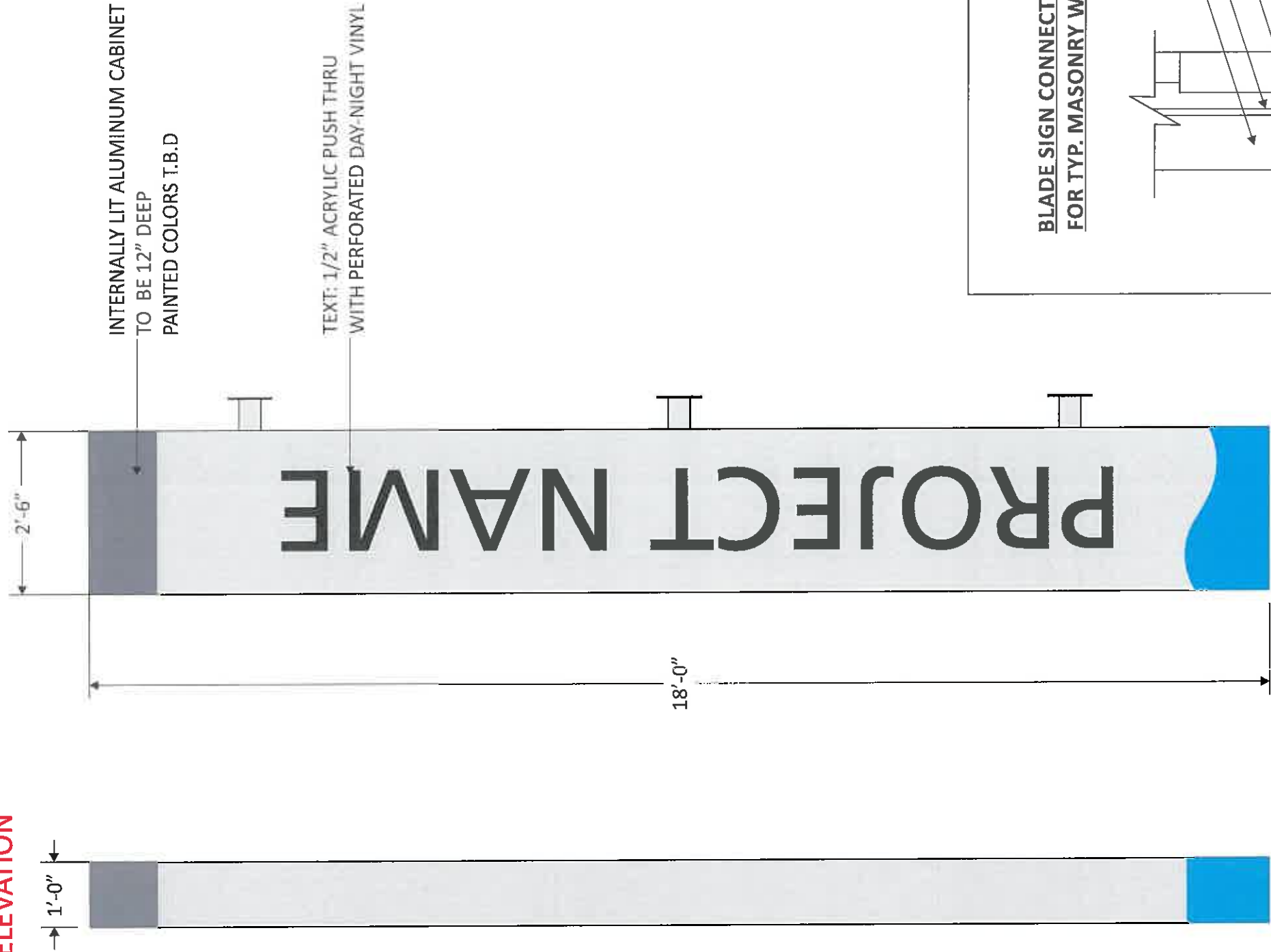
1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

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QTY. 1 SINGLE FACE

EAST ELEVATION

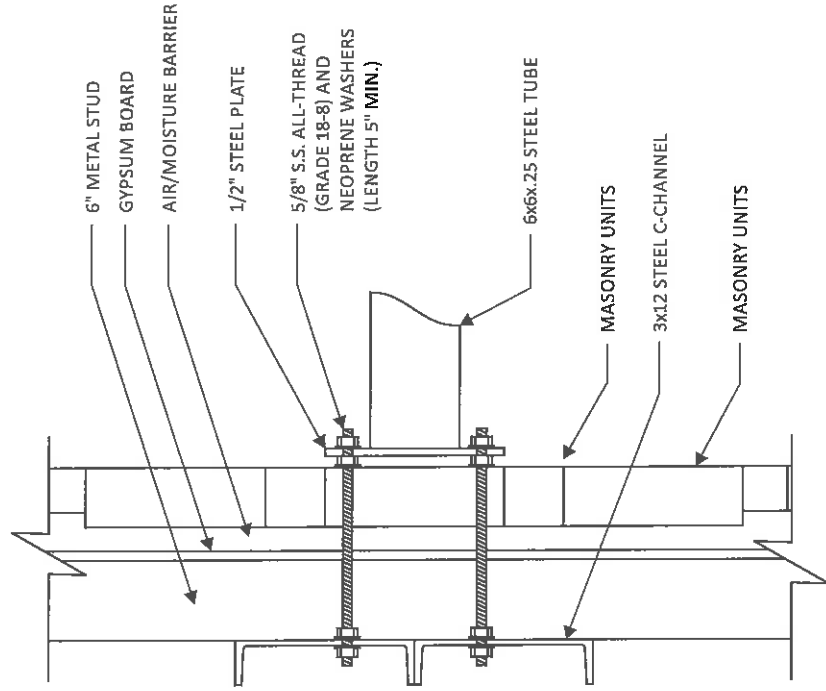
ELEVATION ON NEXT PAGE



END VIEW
SCALE: 1/2"=1'0"

FRONT VIEW
SCALE: 1/2"=1'0"

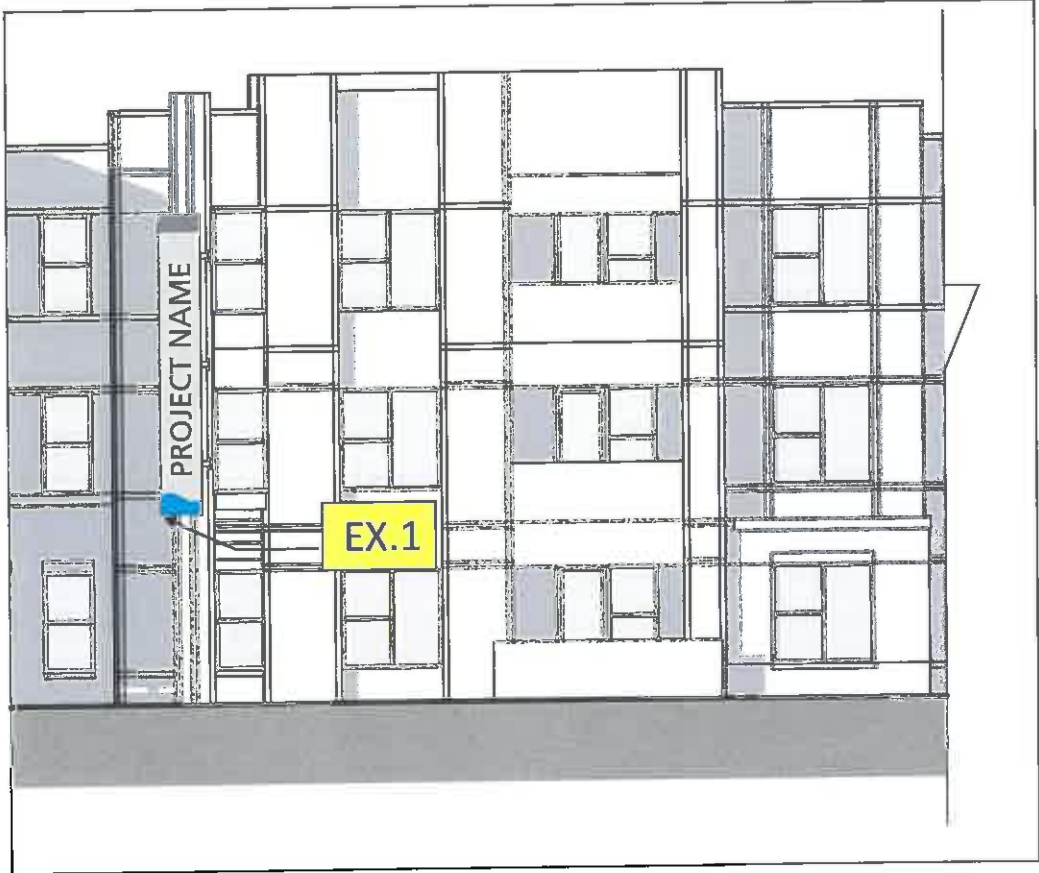
BLADE SIGN CONNECTION
FOR TYP. MASONRY WALL



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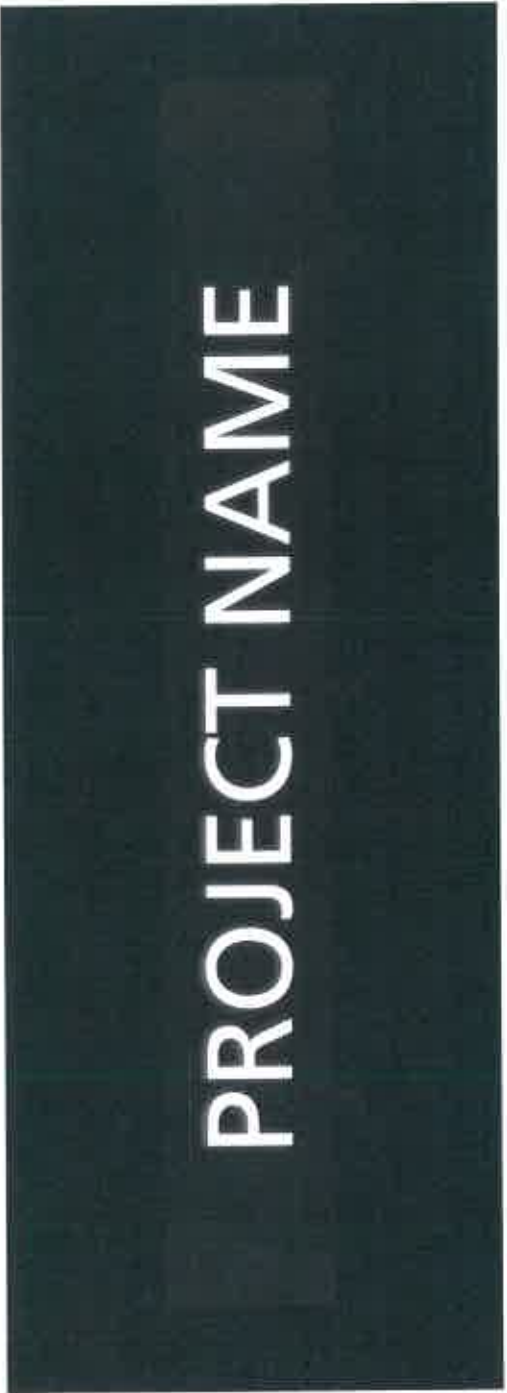
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EAST ELEVATION
PARTIAL FRONT VIEW
SCALE: 3/32"=1'0"

NIGHT RENDERING



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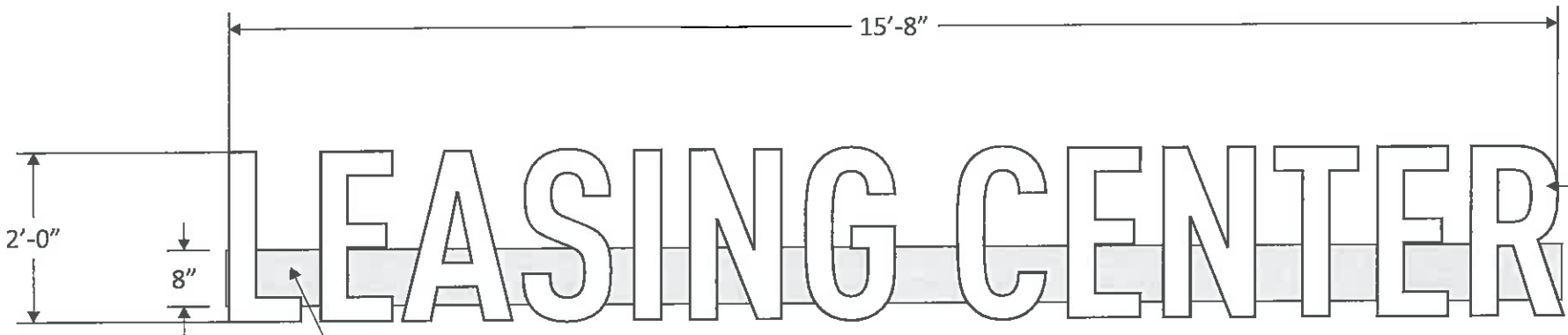
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SIGN TYPE: EX.2 | LEASING CENTER SIGN

QTY. 1 SET FACE

ELEVATION ON NEXT PAGE

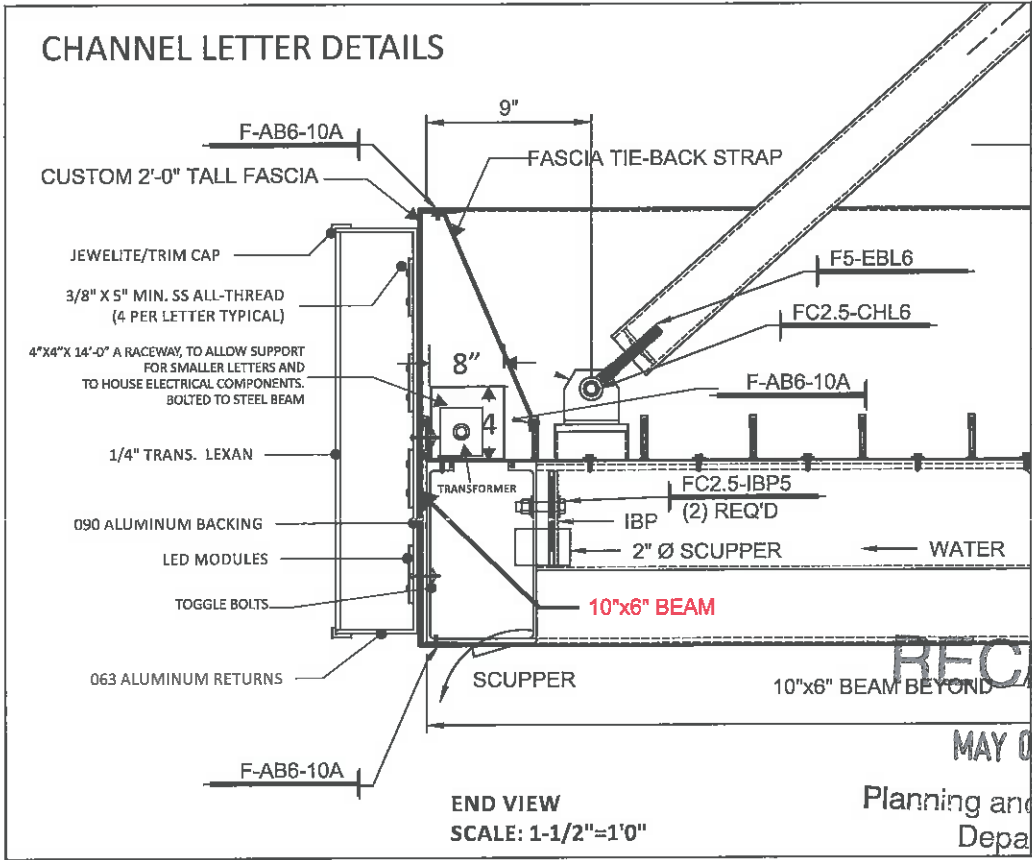


4" DEEP FACE LIT CHANNEL LETTERS
ALUMINUM RETURNS PAINTED T.B.D
FACE: TRANSLUCENT ACRYLIC
MOUNTED ON A RACEWAY ON EXISTING CANOPY

ALUMINUM RACEWAY
TO MOUNT ON EXISTING CANOPY
PAINTED THE SAME COLOR OF CANOPY

FRONT VIEW
SCALE: 1/2"=1'0"

NOTE: THIS IS NOT A FINAL INSTALLATION DETAIL



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QTY. 1 SET FACE



EAST ELEVATION
PARTIAL FRONT VIEW
SCALE: 3/32"=1'0"



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PROJECT FILENAME: BLACKSBURG 2170862



EAST ELEVATION
PARTIAL FRONT VIEW
SCALE: 3/32"=1'0"

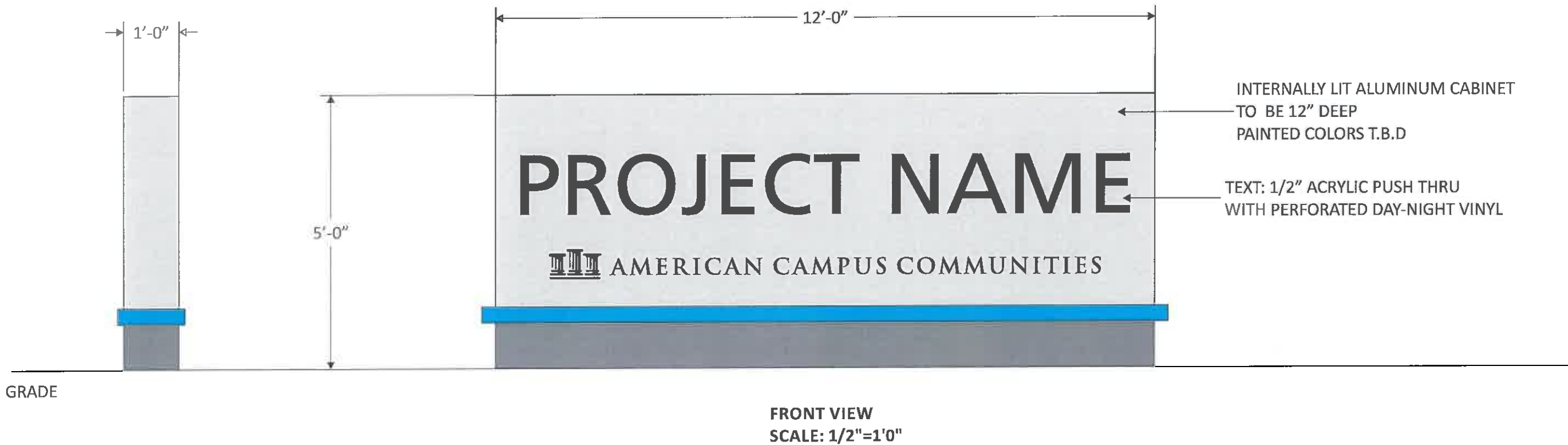


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SIGN TYPE: EX.4 | MONUMENT SIGN

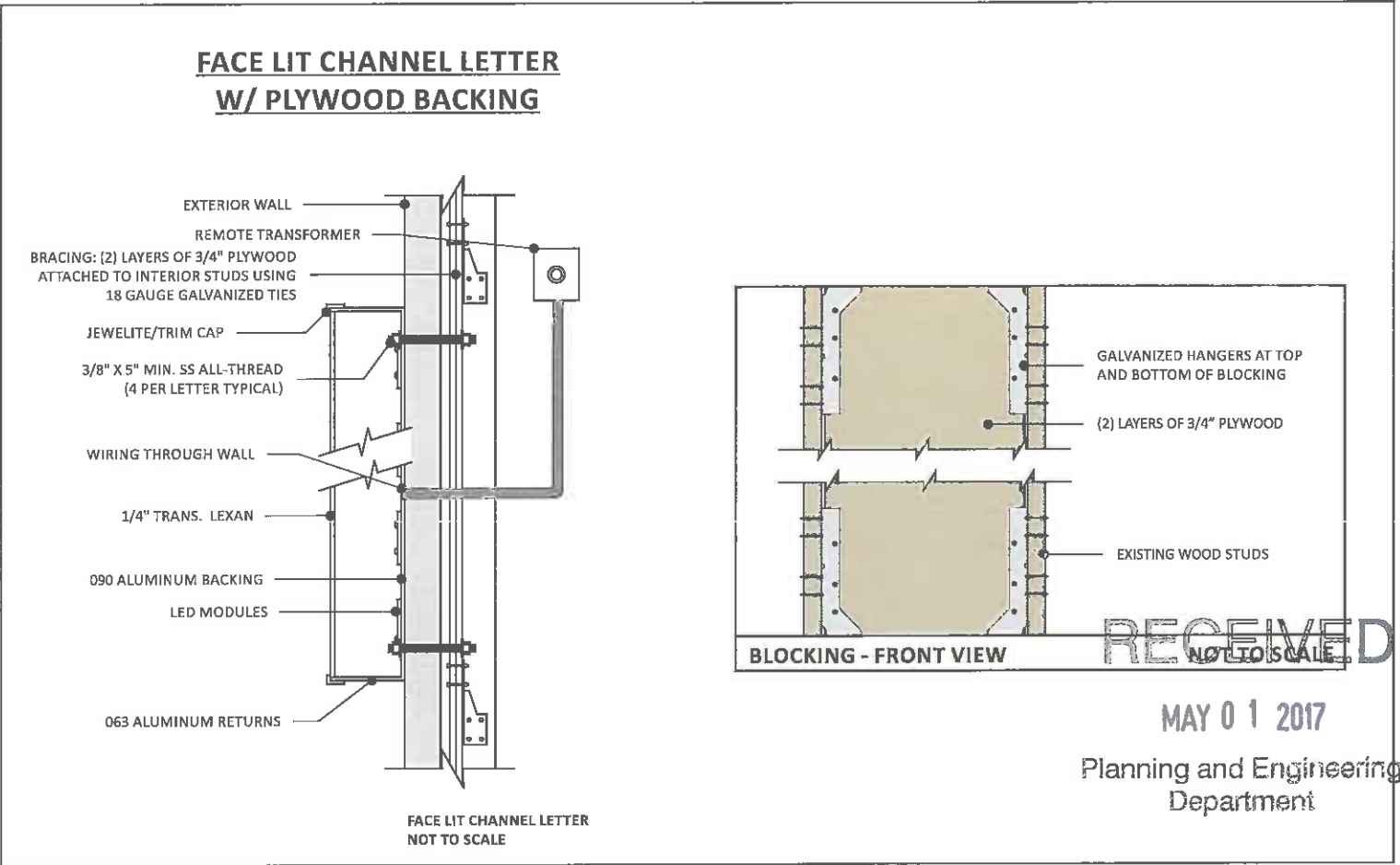
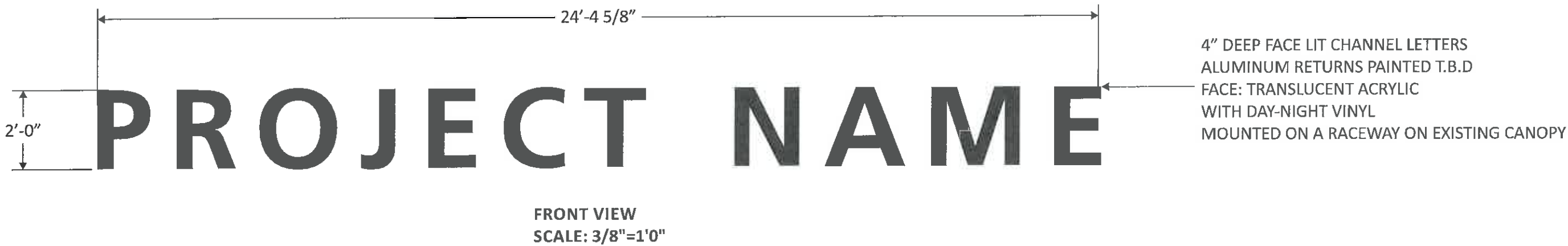
QTY. 1 SINGLE FACE

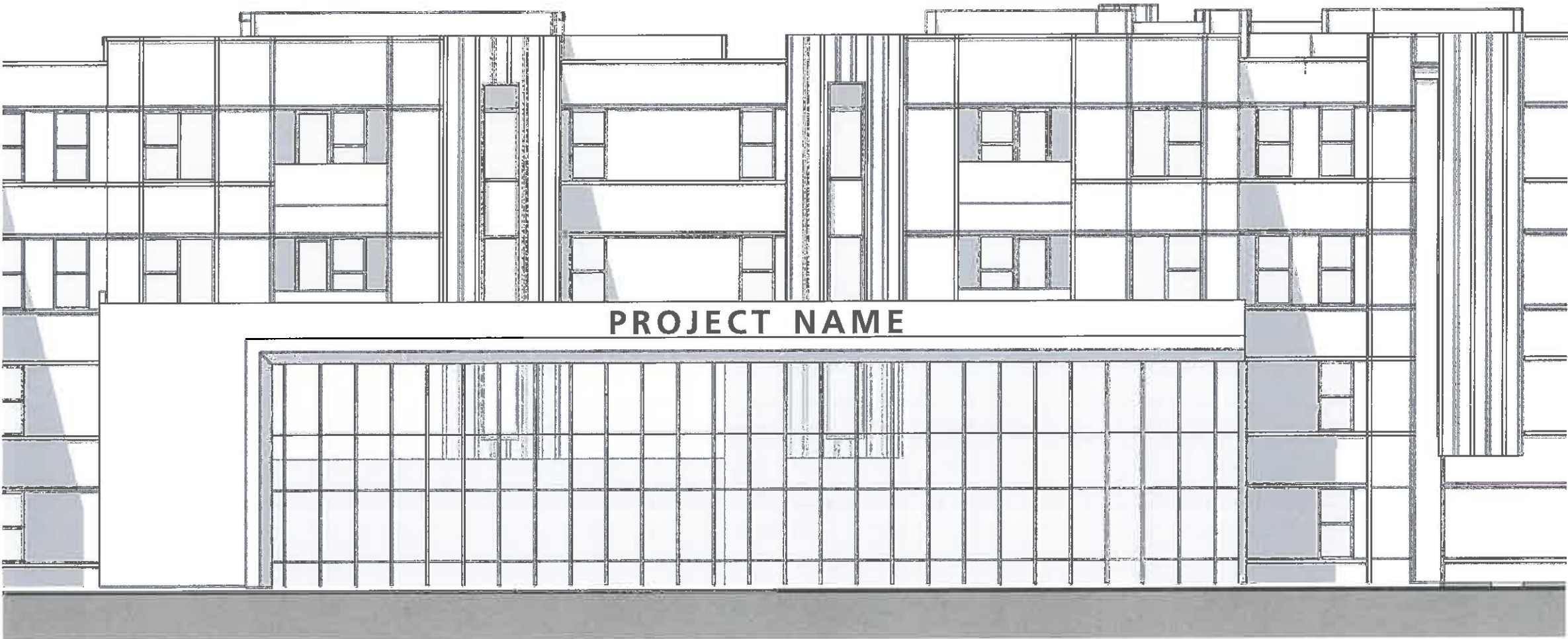


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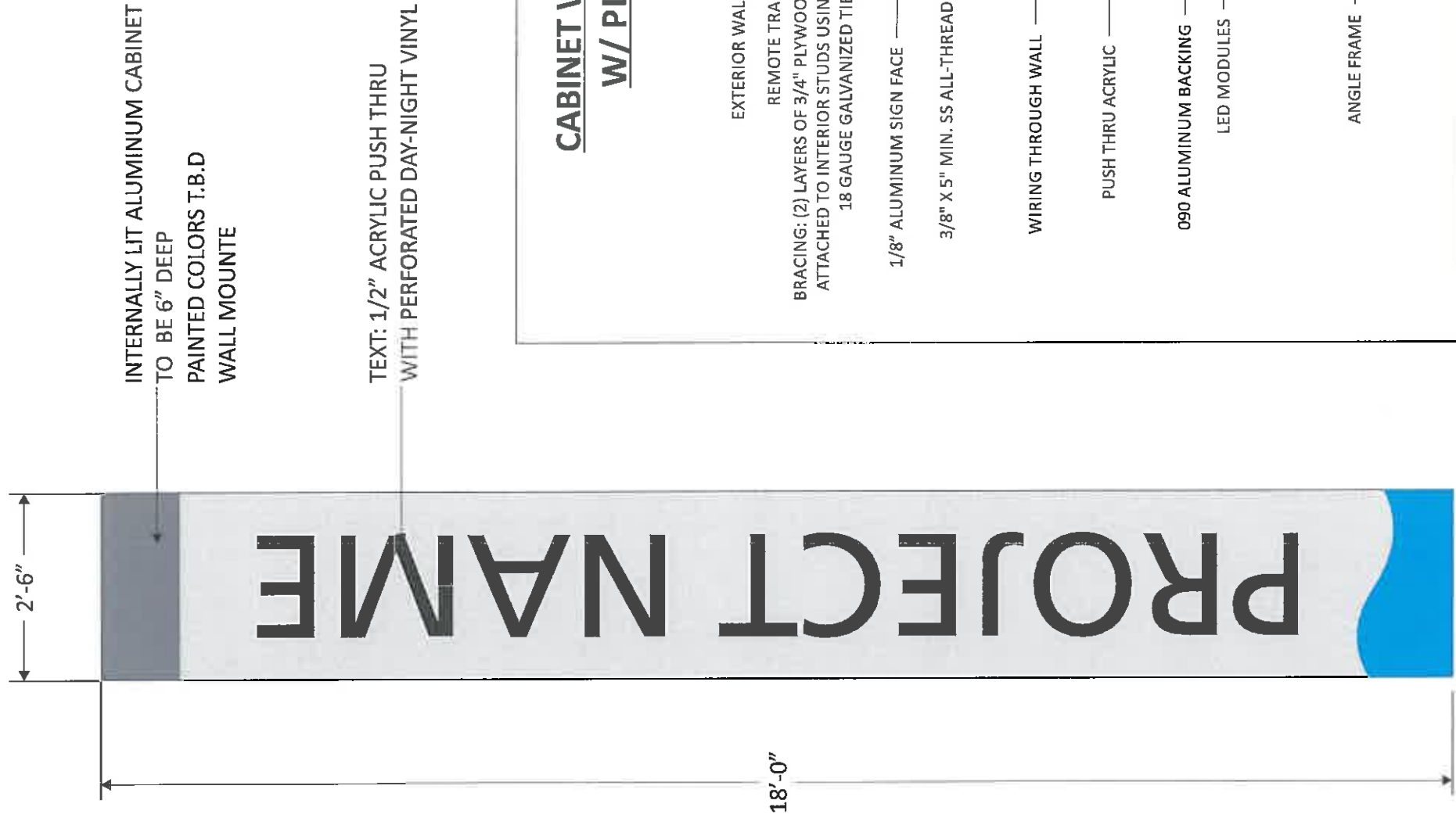
WEST ELEVATION
PARTIAL FRONT VIEW
SCALE: 3/32"=1'0"

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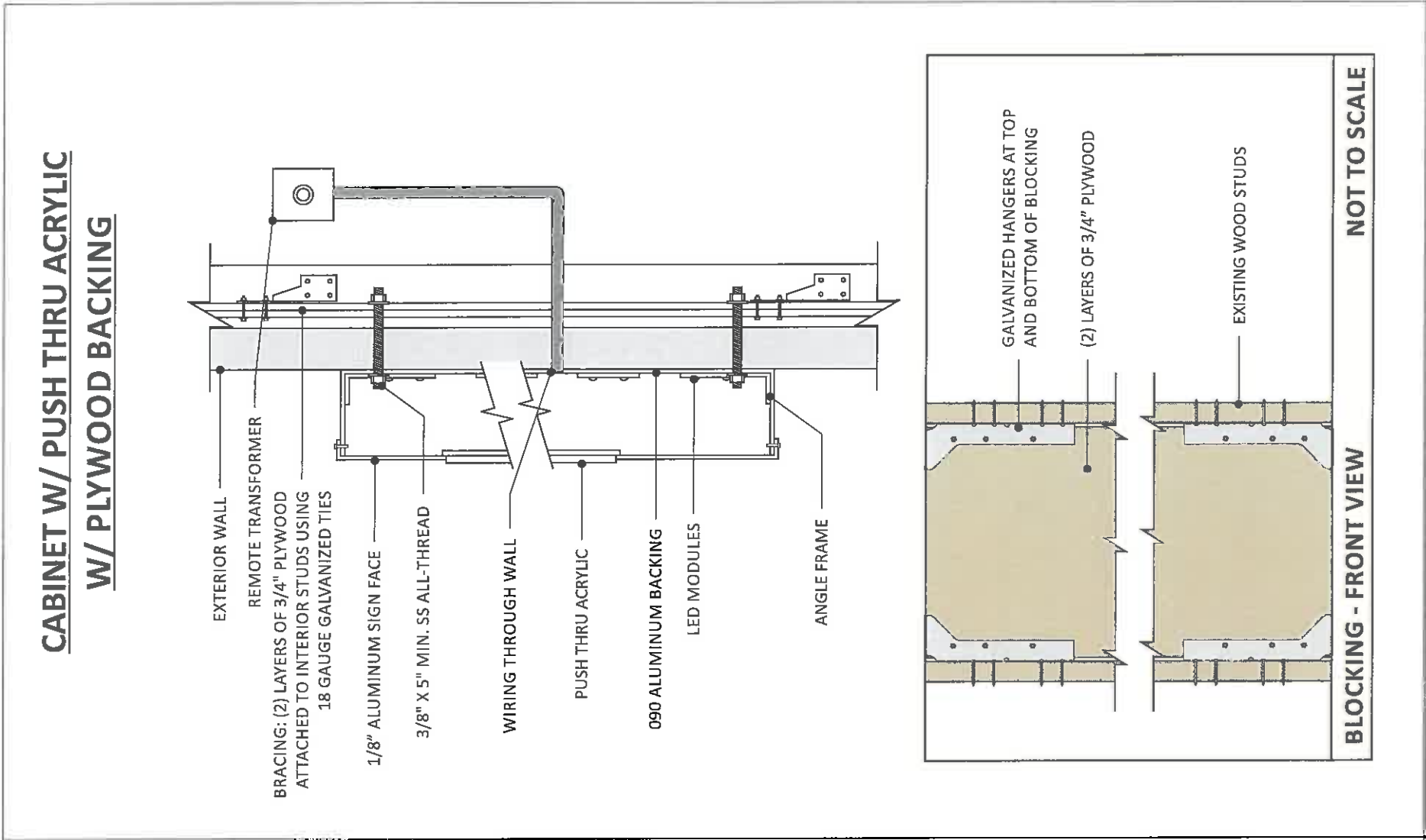
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QTY. 1 SINGLE FACE

SOUTH ELEVATION



FRONT VIEW
SCALE: 1/2"=1'0"

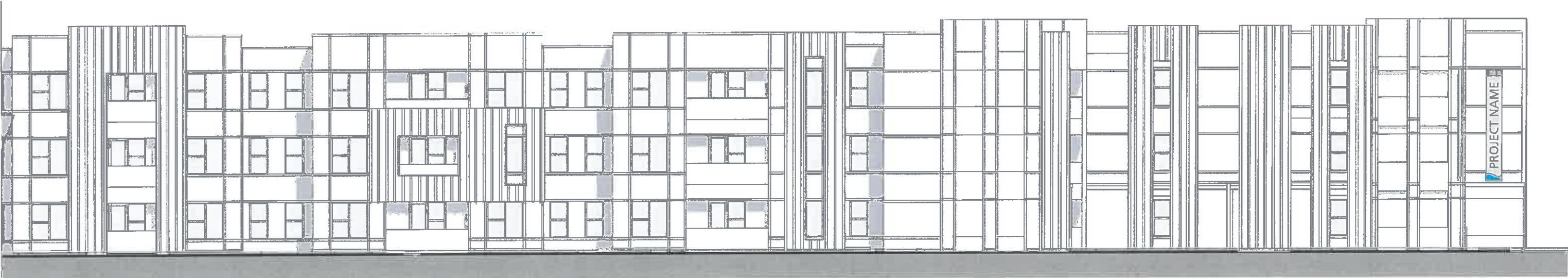


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SIGN TYPE: EX.6 | CABINET WALL SIGN



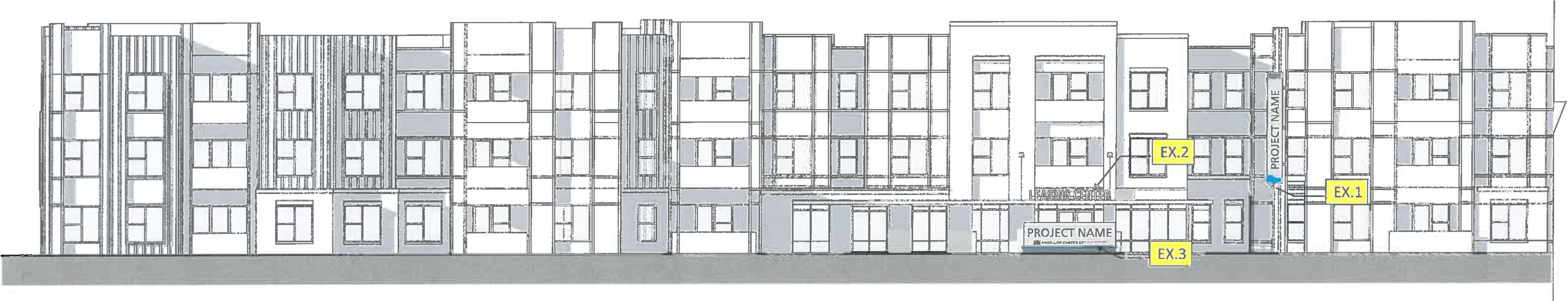
PARTIAL SOUTH ELEVATION
SCALE: 1/16"=1'0"

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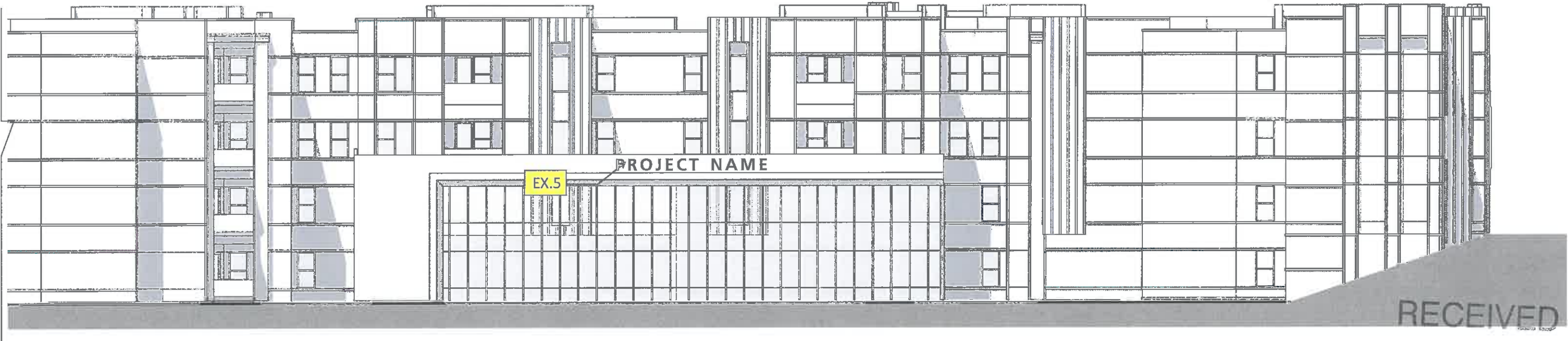
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COMBINED ELEVATIONS



EAST ELEVATION
SCALE: 1/16"=1'0"



WEST ELEVATION
SCALE: 1/16"=1'0"

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